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Country—City.

It is a common saying in the Country that the City is the place in which to make money. In this saying one great truth is generally overlooked, that money is worth no more than what it will buy. Now, if a person in the country receives food, lodging and clothing, and money enough to pay necessary bills, that person is well off—comparatively rich. But the person does not think so, and so gives up a certainty for an uncertainty and enters a large city. If successful in procuring work the pay received is in money, and perhaps more money than the party ever handled before. Here now is the much sought change. Instead of receiving food, lodging and clothing, the person receives money, the hard earned, much coveted money. But the person cannot live on money. Money has no life imparting power. It cannot satisfy hunger, nor thirst. It cannot clothe nor warm. All of these things a person must have, and so is obliged to exchange hard earned money for them, and in this City by the time a party has done this, it is generally found that the money has not as comfortably fed, clothed, housed and warmed as the same amount of labor formerly did in the country. This is a very favorable view of the situation of the many who come from the country to the city, and all observing men know that a large class are in precisely this condition. Now add to this class, the number that were dependent on charity in this city last winter, 1,200,000—or 1 out of every 13 inhabitants, and it can readily be maintained that the great majority of persons here are not as comfortable as are the persons of the working class in the country.

The other day a large and influential firm advertised for a young lady to fill an ordinary position where the compensation was very limited. Some 250 applications were received and perhaps a dozen of the best penmen were invited to call. Out of the dozen calling only one was considered to be any where near what was required. These applicants all had histories. Mrs. S., was a young married woman of about 23 years of age. Some months before her application she had contracted what was considered a first-class marriage. Her husband was a buyer in a large wholesale house, commanding a good position in society as well as a good salary. Considering himself pretty smart, he concluded to go into business for himself, and gave up his position. He was not long in business before he failed. Thrown upon the

world he experienced that which befalls all high salaried men when out of employment. He found that high paying positions were all filled, and poorer salaried places were beneath his acceptance. Step followed step until at last he became so much reduced financially, that he was obliged to give his consent allowing his wife to earn what she could, to help make both ends meet. With tears in her eyes she offered to work for \$8 per week and was refused.

Mrs. P., was the best penman of the whole number. She was a young married woman about 26 years old. She was of very respectable family, her ancestors having formerly owned very valuable estates in this City. She married at 15, against the wishes of her parents, and for 10 years had endured poverty and abuse for the sake of clinging to her husband. At last weary and discouraged and almost starved she separated from her husband, who was only too glad to be rid of her, and sought to support herself. In a little room in the upper ward of this City, she just managed to keep soul and body together by covering buttons, etc. Almost in rags and tatters she applied to this firm only to be rejected. She could starve, but could do nothing menial such as housework.

A man answered the advertisement in person. He was in reduced circumstances and had an idea that if he was willing to work for what a girl was to receive the firm would employ him. Other men followed him all with apparently the same story, and all seemingly respectable men. Most all the applicants at any of our large business houses are men and women who as boys and girls had good homes and fair opportunities in the Country, but desiring more money left the Country for the City. They received more money truly, but the money would not buy the home and living and comfort left behind in the Country. Thus by these homely illustrations we see the necessity of teaching our children to learn the value of money and its uses, for multitudes of men and women can be mentioned who have never roved from their Country towns, and have never known what it is to be without a good home, good society and solid comfort. It is much to be regretted that the diaries of business men cannot be made more open to the inspection of the public. That boys and girls growing into manhood and womanhood cannot have the privilege of looking beneath the show and tinsel of a City life and see the sorrows

and sufferings of those who apparently are successful. It is a great calamity that the vast multitudes who have left Country homes to be lost in the great City, cannot be made to pass in mournful array clad in tatters, hungry and forlorn, that the discontented ones in Country homes may behold them, and pause before leaving well enough in their attempt to do better. We have no sympathy with the statement that men must leave home to be successful, but all faith in the doctrine that it is best for most to build over against their own wall.

Railway Station Indicator.

A very simple but useful contrivance, gotten up for the purpose of indicating to passengers on the train the name of the next station, has been adopted by the Pennsylvania Railroad Company. At each end of the car is an oblong box containing the names of all the stations on a ribbon. Over the top of the box is printed "next stop," and the name of the station at which the next stop is to be shows through an opening in the door of the box. Thus when the train leaves Philadelphia, the next stop indicated is Abbotsford, but as the train nears that place, and no stop is necessary, the station is changed to Angora. The shifting of the names is controlled by the engineer on the locomotive, and in this case is done by means of the vacuum brake. There is a small rubber bellows in each box which is contracted when the engineer makes a vacuum; this works a lever that raises a platform on which the band containing the names of the stations rests. An ingenious catch prevents the band from slipping backward, so when the platform falls again by the bellows filling with air the band must fall to the front, thus shifting the name of the stations passed to the next one above it. The engineer has a small indicator in the locomotive cab, bearing the names of the stations, and he thus knows whether the apparatus is set right. The indicator can also be worked by the Westinghouse automatic brake-cylinders or by a bell cord. The device does away with the train hands calling the names of the stations; and the names being printed in legible letters, are more easily made out—by a person who can read—than some of the almost unintelligible ejaculations of a brakeman. The cost of the apparatus is about one per cent of the cost of a car, and the inventor says the cost of maintenance will be very small.

Lake Shore and Michigan Southern Railway.

The following statement was presented at the annual meeting of the Lake Shore and Michigan Southern Railway Company held on the 23 inst., December, 1881, being partly estimated:

	1881.	1880.
Gross earnings.....	\$17,970,000	\$18,749,481
Operating expenses and taxes.....	11,286,000	10,418,105
Percentage of earnings.....	[62.80]	[55.56]
Net earnings.....	\$6,684,000	\$8,331,386
Interest, rentals and dividends on guaranteed stock.....	2,710,000	2,750,374
Balance.....	\$3,974,000	\$5,580,982
Equals per share.....	(8.03)	[11.28]
Dividends, 8 per cent.....	3,957,320	3,957,320
Leaving.....	\$16,680	\$1,623,662

The passenger, mail and express business shows a gain of about half a million of dollars. While the freight tonnage increased about 8 per cent the reduction in rates caused a falling off of over a million and a quarter dollars in earnings therefrom. Had the freight rates of last year been obtained for this, there would have been a gain of about half a million of dollars in gross earnings instead of the loss of over three quarters of a million now shown—and the net result would have been increased by the sum of these two amounts. Upon the same basis expenses would have been somewhat under 59 per cent of earnings. This would be about 3 per cent more than last year, and is due to an advance in the price of labor, and of most materials; such advance being common to all the railroads. The road and equipment has been fully maintained at its best standard. Expenses include the cost of 11,000 tons of steel rails.

E. D. WORCESTER, Treasurer.

Compressed Air Locomotive.

On the Stratford and Epping Forest Branch of the North Metropolitan Tramway Company, cars are now being daily drawn between Stratford and Leytonstone, by the Beaumont compressed air locomotive. The distance is two and a quarter miles, and as there are gradients amounting in the whole distance to a rise of 82 feet, and at least one "nasty curve" in the course of the journey, the new locomotive is fairly well tested. The air is transmitted by a flexible hose laid underground, the compressing station at the depot of Tramway Company to the engine on the rails in the street. The air pressure at the commencement of each journey is brought up to 1,000 pounds to the square inch. The journey to Leytonstone, performed once an hour at the moderate pace necessary to make the journey alternate properly with the horse cars, was done yesterday by the expenditure of 325 pounds of this pressure, while the return journey, which is down hill, only reduced the pressure 125 pounds further. The horses traveling on the road have become familiar with the locomotive. The Board of Trade regulations require the engine to be clothed, so to speak, with long skirts, so that no wheels are seen, and as the engine travels along the road like a moving house, the sight to some horses seeing it for the first time is a little, but apparently not seriously, disquieting. In the event of the Beaumont engine being utilized gener-

ally for tramway traffic, a combined car and locomotive would be constructed which would not seem so unfamiliar to passing horses. The communication direct to the locomotive of the air at such high pressure is an interesting achievement, and the safety of the storage of such high pressure is obviously assured if the maximum strength of the cylinder is proved originally and by periodic inspections to be well above the pressure it is called upon to bear. From the commencement of the journey every foot of progress implies a reduction in the pressure. To keep the temperature of the air up during its expansion enough heat is provided by steam jacketing of the cylinders. The high pressure is obtained at an expenditure of from 8 to 10 pounds of coal per tram mile, which is said to be sufficiently satisfactory from an economical point of view.—*London Daily News*.

Canada Southern Railway.

The following is the statement of the Canada Southern Railway Company for the years 1880 and 1881—December, 1881, being partly estimated:

	1881.	1880.
Gross earnings.....	\$3,372,305 52	\$3,705,679 19
Operating expenses & taxes.....	3,675,853 16	2,406,341 39
Per cent of earnings.....	[79.35]	[64.94]
Net earnings.....	\$696,452 36	\$1,299,337 80
Receipts from other sources.....	10,673 65	15,386 22
Total receipts, net.....	\$707,126 01	\$1,314,724 02
Less interest on bonds.....	678,624 70	407,799 61
Rate.....	[5 per cent]	[3 per cent]
Balance.....	\$28,501 31	\$906,924 41
Equals, per share of stock.....	19	6.04

Decrease in gross earnings, \$333,373.67, equal to 9.0 per cent; increase in operating expenses, \$269,511.77, equal to 11.2 per cent; decrease in net earnings, \$602,885.44, equal to 46.4 per cent.

The increase of 11.2 per cent in operating expenses was caused by a somewhat unusual expenditure for renewals and maintenance of the road and equipment, an increase in the freight movement of 10 per cent over that for the year 1880 and the greater cost of materials and labor referred to in the statement of June 30 last. In addition to other items of maintenance and repairs, the following have been charged to operating expenses during the year: 169,681 ties, equal to 64.27 miles laid, and 1,460 tons steel rails, equal to 15.53 miles laid, \$112,757.56; 61 new cars of various classes built and 184 cars of various classes rebuilt, \$57,342.55. The loss in revenue arises chiefly from the decrease in rates obtained on through freight business, in which the average reduction was 20.2 per cent. If the average rate of 1880 had been obtained on the tonnage of 1881, more than \$500,000 would have been added to the net revenue for this year. The passenger traffic shows an increase of 30 per cent in the number of persons carried, but the low rates received from through passengers caused a falling off of 4 per cent in the gross earnings as compared with 1880. Had the rates of that year been maintained through 1881 they would have added more than \$100,000 to the revenue from this source. It will be observed that the increase in the rate of interest on bonds from 3 per cent to 5 per cent has been fully met, notwithstanding the exceptional decrease in earnings shown above.

C. VANDERBILT, Treasurer.

New York Central and Hudson River Railroad.

The following is a comparative statement of the operations of the New York Central and Hudson River Railroad Company for the fiscal years ending September 30, 1880 and 1881:

	1879-'80.	1880-'81.
Gross earnings.....	\$6,611,159 51	\$6,958,038 32
From freight.....	22,199,966 94	20,736,749 54
From miscellaneous.....	4,364,787 78	4,653,605 92

	Total earnings.....	\$33,175,913 23	\$33,348,396 78
	Expenses	17,849,894 38	19,464,786 54

	Net earnings.....	\$15,926,018 85	\$12,883,610 24
	Interest, rentals & taxes on earnings and capital	4,756,799 34	4,990,783 13
Profit.....	\$10,569,219 51	\$7,892,827 11	
Dividend, 8 per cent.....	7,141,512 95	7,138,343 51	

	Surplus	\$3,427,706 56	\$754,483 60
	Profit per share.....	11.82	8.82
Expenses, per cent.....	53.80	60.17	

Included in the operating expenses for this year are 9,014 tons of steel rails, 44 locomotives, 45 passenger cars and 478 freight cars.

Michigan Central Railroad.

The following statement of the business of the Michigan Central Railroad Company for the years 1880 and 1881, was presented at the annual meeting of the company held on the 23d inst. The month of December, 1881, is partly estimated:

	1881.	1880.
Gross earnings.....	\$8,936,000	\$9,085,749
Operating expenses and taxes.....	6,752,000	5,738,751
Percentage of earnings.....	[75.56]	[63.16]

	Net earnings.....	\$2,184,000	\$3,346,998
	Interest and rentals.....	1,693,000	1,586,410
Balance.....	\$491,000	\$1,760,588	
Equals per share.....	[2.62]	[9.39]	
Dividends 1881, 2½ per cent..}	468,455	1,499,056	
Dividends 1890, 8 per cent....	32,545	\$261,542	

There was a gain of about \$250,000 in passenger business, but in freight, although the tonnage was 4½ per cent greater than last year, the earnings therefrom were about \$550,000 less, owing to reduced rates, affecting both gross earnings and net to that extent, which loss was reduced to \$150,000, as shown above, by the earnings of the Detroit and Bay City line (145 miles), which this company has operated since 1st of April last. The net earnings of that line have more than met the interest on the bonds issued on its account. Operating expenses include the cost of 10,250 tons of steel rails (an increase of 4,550 tons over last year), eight new locomotives and four new iron bridges. The increase in percentage of expenses is mainly owing to the reduced rates on freight, and partly to increased cost of labor and the principal items of supplies.

C. VANDERBILT, Treasurer.

THERE are indications of more railroad building in New Hampshire next season than for quite a number of years. In addition to the proposed Pemigewasset Valley line, it is expected that there will be a route built from Portsmouth to York (Me.) Beach, and an extension from Littleton to Franconia village. There are also rumors in relation to the completion of the Manchester and Keene and concerning the building of several links in the Connecticut Valley. The extension of the Franconia branch is stimulated by the fact that work will soon be resumed at the iron mines at that place.

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AMERICAN RAILROADS OF HALF A CENTURY AGO.

FIFTY years ago this week the AMERICAN RAILROAD JOURNAL published a list of railroads then being constructed in this country, some of which were in part built and being operated. Of the proposed 250 miles of the Baltimore and Ohio Railroad, 60 miles were completed and in operation January 1, 1832; the Albany and Schenectady had 12 of its fourteen miles in operation. The road next in importance to the Baltimore and Ohio at that time, the old Charleston and Hamburg, which was to be 135 miles in length, had 20 miles in operation and was carrying the United States Mail, it being one of the first, if not the very first railroad to have a contract with the government for carrying the mail. The Mauch Chunk had 9 miles completed and in use, and the Quincy, a stone quarry road near Boston, generally known as the first railroad in the country, had 9 miles in use. Work was begun upon the Ithaca and Oswego, 29 miles; the Lexington and Ohio, 75 miles; the Camden and Amboy, 50 miles, and the Lackawaxen 16 miles. Among other railroad enterprises about being undertaken were the Boston and Albany, the Boston and Providence, and the Philadelphia and Norristown.

The JOURNAL mentions in its issue of January 1, 1832, that notice had been given that application would be made to the Legislature of New York at its ensuing session for charters for twenty-five railroads in different parts of the State, with an aggregate capital of \$42,000,000.

The most important of these projects were the Lake Erie and the Hudson River roads, the proposed route for the former being described as "from Lake Erie through the Southern tier of counties, to the Hudson River, crossing a ferry and then down on the East side to the city of New York." There was considerable opposition to the construction of railroads in this State, and of this road in particular, the opposition coming largely of course, from those who looked upon the railroad as the destroyer of the canal, then one of the chief prides of the State. The bill incorporating the New York and Erie Railroad was passed April 24, 1832, and the earliest meetings of the incorporators were held in the office of the JOURNAL then located at 35 Wall street.

Concerning the urgent demands for a better method of transportation and the advantages of such a railroad as the promoters of the Erie route were advocating, the JOURNAL in its New Years issue, 1832, says:—"With such a railroad, intersected at convenient distance by other railroads, running from the Erie canal and one from Ogdensburg to Syracuse or Utica, almost every county in the State would be brought within *twenty-four hours' ride* of New York. It would prevent a recurrence of the state of things which now exists in this city. There would not then be, as there now are thousands of barrels of flour and other kinds of produce in proportion, frozen up in canal boats and in sloops on the Hudson; salt would not be now selling in Albany for \$2.50 per bushel, and pork at \$2 per hundred for want of salt to save it, whilst it is worth from \$5 to \$7 in this city. Coal would not then sell here for \$15 or \$16 per ton; nor oak wood at \$9, and hickory at \$13 per cord, as has been the case for two or

three weeks past, if railroads were in general use; but all kinds of business would move on regularly and be more equally divided throughout the year. Produce could come to market as well in January as in July; and the farmer would not be obliged, in order to get his crop to market in the fall, to neglect preparing for the next."

Comparing the condition of the markets in the mid-winter of 1832 with that of 1882; the widely differing prices then in Albany and New York with the comparative equality of quotations to-day in the markets in all parts of this vast continent, and one of the greatest results that the railroad has affected is strikingly illustrated. It may not be untimely for those who are prone to look with a spirit of envy and unjust criticism upon the railroad, to take a retrospective glance at the condition of transportation, and the markets fifty years ago. There are errors of management to-day to be remedied and no one realizes it more clearly than the railroad men themselves, but, it is not a bad idea at this season to have brought to our mind the great work which the railroad has performed during the past half a century for the development of commerce, the enhancement of personal comfort and the advancement of national prosperity.

Covering Boilers with Silk.

EXPERIMENTS were recently made in Germany for the purpose of obtaining the relative merits of silk and felt as a covering for boilers, it being a well-known fact that silk is an excellent non-conductor of heat. In one trial three boilers of the same size and make were ranged in order, one covered with the ordinary felt, another with a coating of silk of only five-eights of the thickness of the felt, while the third was left altogether uncovered. They were all filled with water having a temperature of 100 degrees Centigrade, and examined at intervals. After the lapse of three hours it was found that the unprotected boiler had lost 12 degrees of heat, and the other two each two degrees. After a further lapse of 39 hours, the felt covered boiler had lost thirteen and a half degrees, and that covered with silk only 14, so that there was no appreciable difference between the protective powers of the silk and those of a casing of felt nearly twice its thickness. With regard to the cost of the material, it is said that in all silk manufactories

there are waste scraps which it would be difficult or impossible to utilize in the trade. These can, it is asserted, be made up into bands and rolls, costing comparatively little, and sold at a profit to the makers and users of boilers. As to the lasting and wearing powers of silk, as compared with felt nothing is said, and there has not, perhaps, been time to apply an adequate test; but it is at the least possible that in this respect the finer substance may possess great advantage over the coarser and cheaper.

PERSONAL.

W. S. BALDWIN has been appointed General Ticket agent of the Buffalo, Pittsburg and Western Railway and all lines under its control.

DANIEL B. MCCOY, late Superintendent of the Ashtabula and Pittsburgh Railroad, has been appointed Assistant General Superintendent of the Chicago and Northwestern Railway, in place of James McCabe, resigned.

S. M. FELTON, Jr., has resigned his position of General Superintendent of the Pittsburg, Cincinnati and St. Louis Railway to assume that of General Superintendent of the New York and New England Railroad.

GEORGE W. BOYD, who has just been appointed Assistant General Passenger Agent of the Pennsylvania Railroad Company, has been connected with the Passenger Department of the road in positions of responsibility for many years, and is regarded as a very efficient officer.

C. R. KINNAN has been appointed Assistant General Passenger Agent and J. L. Charlton Assistant General Ticket Agent of the Missouri Pacific Railroad and leased lines, in place of O. W. Ruggles, who recently resigned to take the General Passenger agency of the Michigan Central.

FREDERICK N. FINNEY, General Manager of the Wisconsin Central Railroad has resigned his position to accept the presidency of the Continental Construction Company, which is building the new line between Boston and Buffalo, N. Y. The resignation is to go into effect January 1, 1882.

AUGUSTUS R. GRIFFIN, of Hempstead, N. Y., has been appointed receiver of the Southern Hempstead Branch Railroad Company, in the suit of William F. Wood and others to foreclose a mortgage of \$75,000. The road runs from Valley Stream to Hempstead, six miles, but has not been operated for several years.

JUSTICE PRATT in the Supreme Court, Brooklyn, has granted an order directing Alexander Cameron, to sell the New York, Greenwood and Coney Island Railroad, to satisfy the judgment obtained by Mary Hayes against it. The road is about a mile long, and extends from the long pier, at the foot of Thirty-sixth st., to Fifth avenue, Brooklyn.

DR. ISAAC I. HAYES, the arctic explorer, died at his home in this city on the 17th inst., in the 49th year of his age. He was a native of Chester, Penn. and graduated at the University of Pennsylvania with the degree of Doctor of Medicine. In the same year he sailed with Dr. Kane in the brig Advance, on the famous voy-

age in search of Sir John Franklin, and was surgeon of the expedition. After his return he delivered a number of lectures on the polar regions, and in July, 1860, he started on another voyage of arctic discovery. He reached latitude 81 deg. 37 min. and then was obliged to return on account of having exhausted his supplies. In 1869 he explored the southern coast of Greenland in the steamer Panther. He was a member of the New York Legislature from 1875 to 1880.

WHEN Mr. John W. Garrett, who has just been re-elected President of the Baltimore and Ohio Railroad Company for the twenty-fourth term, first entered upon his duties as such the road was in anything but a prosperous condition and the securities of the company were way below par. Under his management the road has become one of the leading trunk lines of the country. He displays a great deal of independence in his conduct of the road. He maintains a telegraph system of his own, runs sleeping and parlor cars only which belongs to his company, and has organized an association something on the order of a life insurance company for the benefit of the employes of his road, which is now a pronounced success.

INCORPORATION.

THE Paris, Montezuma and Northeastern Railroad Company filed articles of incorporation with the Secretary of State of Illinois on the 24th inst. The principal office is to be at Paris, Ills. The capital is to be \$250,000. The road will extend from Peoria, Ills., in a north-eastern direction, to the Indiana State line.

ARTICLES of incorporation have been filed with the Secretary of State of Oregon for the Salem and Waldo Hills Railroad Company. Capital stock, \$100,000. The object is to build and operate a railroad and telegraph line from Salem through Howell's Prairie, the most fertile and beautiful spot in the Willamette valley, to connect with the narrow gauge road near Silverton. The principal office will be at Salem.

THE Chicago, Mt. Vernon and Southern Railroad Company, with headquarters at Mt. Vernon, have filed articles of incorporation with the Secretary of State of Illinois. The capital stock is \$3,000,000. Incorporators, Seth F. Crews, George H. Varnell, George M. Haynes; of Mount Vernon; Bluford Wilson, James A. Creighton and Jonathan Merriam, of Springfield. The proposed route is through Effingham, Fayette, Marion, Jefferson, Franklin and Williamson counties, from Altamont to Marion with a branch from Mount Vernon to Tamaroa.

THE stockholders of the New York and Long Branch, the New Egypt and Farmingdale, the Long Branch and Sea Girt, the New York and Long Branch Extension, and the Long Branch and Barnegat Bay Railroad Companies have adopted articles of agreement for the consolidation of the roads and the formation of a company to be known as the New York and Long Branch Railroad Company, with a capital of \$2,000,000, in shares of \$100 each. The officers named are: President, Henry S. Little; vice president, George G. Haven; secretary and treasurer, Anthony Reckless.

ARTICLES of incorporation of the St. Paul, Minneapolis and Chicago Railroad Company have been filed for record in the office of the Secretary of State of Minnesota. The capital stock is \$4,000,000, consisting of 40,000 shares of \$100 each. The indebtedness is limited to \$6,000,000. The proposed route is from a point in the city of Minneapolis, running east, westerly and southerly, to a point upon the eastern boundary line of Minnesota, in Houston County. The general office of the corporation is to be in the city of Minneapolis. The incorporators and directors are M. J. Briggs, Aloro Jenks, C. J. Thomas, Adam Eulberg and Thomas Kennedy, of Dodgeville, Wis.

THE papers of organization of the Central Pacific Railroad of Wyoming have been filed with the Secretary of Wyoming Territory by Charles Crocker, Charles F. Crocker and W. V. Huntington, incorporators and trustees. The capital stock is \$13,500,000 in 135,000 shares. The office is at Evanston, Wyoming. The road will begin on a point of the north and south boundary line between the Territories of Wyoming and Utah, where the Bear River crosses the boundary line; running thence through the counties of Unitah, Sweetwater, Carbon, Albany and Laramie, in Wyoming, to a point on the eastern boundary line of Wyoming where the Niobrara River crosses the same. The length will be 450 miles. The capital stock represents the actual contemplated cost of construction and of the right of way. Each trustee takes 33,750 shares.

CONSTRUCTION.

A RAILROAD is being surveyed between Chico, Cal., and Magalia.

THE recently completed railroad between Bodie, Cal., and Mono Lake is running successfully.

THE Chicago, Portage and Superior Railway Company announces officially that it will commence laying its track on Jan. 1.

THE survey of the Eureka and Colorado River Railroad has been completed from Snake Valley to Shackles station, South of Hamilton, Nev.

THE Humeston and Shenandoah Railroad, now building through the Southern tier of Iowa counties, will be ready for business in June next.

THE Guerdon and Camden Branch of the St. Louis and Iron Mountain Railroad has been completed to Camden, on the Ouachita river, a distance of 35 miles.

THE Harrisburgh Telegraph states that a narrow-gauge railroad is to be built from the vicinity of Singlestown, Penn., to Jonestown, and that it will ultimately have important connections.

TRACK laying on the Baltimore and Delta Narrow-gauge Railroad has been completed to within a mile and a half of Towson, and will reach the county seat about the second week of January.

THE Washington, Penn., Observer says that the Baltimore and Ohio Railroad Company intend to push the construction of the Hempfield Railroad vigorously to completion, double-

track it with steel rails, make it first-class in every respect, and use it as their main line from the East and West.

THE Canadian Pacific Air Line between Winnipeg and Portage la Prairie was completed on the 20th inst., and inspected by Gen. Rosser. The first regular train passed over it on that day, and all traffic has been transferred to it.

From Santo Domingo, December 18, we learn that Emilio Zeller, the agent of the Samana Railroad Company, and two engineers have opened about a mile of the road at Yuna, above Samana, employing 160 men. Mr. Crosby and Chief Engineer Wood, with a cargo of rails from England, were daily expected.

ABOUT one-half of the track of the Lehigh and Hudson River Railroad, between Belvidere and McAfee has been laid, and all the line is graded, and ready for the track layers, except about 9 miles between Woodruff's Gap and Hamburgh Junction, the grading of which will be completed during the present winter.

TRACK laying is progressing on the Shenandoah Valley Railroad South from Waynesboro' and North from Roanoke, and soon an intermediate section of fifteen or twenty miles will be put down from the junction on North river with the Lexington Branch of the Richmond and Alleghany Railroad towards Waynesboro'.

TRACK laying has commenced at Atchison, Kansas, on the Omaha extension of the Missouri Pacific Railroad. It is expected that the new line will be completed to Hiawatha by the middle of March. The Central Branch railway will commence running regular trains to Leonard, Norton county, on the 1st of January prox. Leonard is 295 miles West of Atchison and 25 miles West of the present terminus of the road.

A DESPATCH from Plymouth, N. H., says that the grantees of the Pemigewasset Valley Railroad have decided to commence the construction of their road immediately. Work will be begun on that end at once, and probably the entire winter will be occupied in making cuts upon the first three miles of road. The remainder will occupy but little time, owing to its being almost a level country for the next fifteen miles.

THE contract for the construction of 40 miles of track on the Toledo, Cincinnati and St. Louis Railroad between the lines of the Illinois Central Railroad, have been let to Capt. Henry McPherson, of Boonville, Mo., who agrees to have it ready for operation on the first day of June. The company expects to make a similar contract on the road West of Ramsey, Ill., so there will be no doubt of the final completion of the entire road by the 1st of June.

THE Locust Valley Branch of the Long Island Railroad is to be extended through Oyster Bay and Cold Spring to Huntington. The company also proposes to tear up the track on the Syosset branch, from Hicksville to Greenlawn, and as soon as practicable the Middle Island, or main line track, from Hicksville to Manor Station, and extend the North side branch from Port Jefferson to Riverhead. This will give a North side and South side road, and do away with the numerous branches.

THE Commissioners appointed by the Supreme Court to examine the route of the New York, West Shore and Buffalo Railroad through Syracuse, have reported unanimously affirming the line adopted by the company. This line enables the company to locate its stations for the transaction of its traffic with Syracuse and the vicinity as favorable as those of any other line are now placed, and finally settles the definite location of the entire line from New York through Syracuse. The route is now definitely located to a point about 40 miles beyond Syracuse, and the company's engineers are running various lines between that point and Buffalo. Two or more favorable routes have been found, and the final location upon one of them will be decided upon in a short time.

ORGANIZATION.

At the annual meeting of the Maine Central Railroad Company, held at Augusta, Me., on the 21st inst., the following Board of Directors was elected : A. Coburn, Darius Alden, Arthur Sewall, William G. Davis, Alfred P. Rockwell, George S. Morison, George P. King, George E. B. Jackson, Wm. B. Bacon, Willard P. Phillips, Elijah B. Phillips, Stephen J. Young, Horatio N. Joy. At a meeting of the newly-chosen board George E. B. Jackson, of Portland, was elected President and Josiah H. Drummond, Clerk.

At the annual meeting of the Warwick Valley Railroad Company, held on the 20th inst., the following gentlemen were elected directors for the ensuing year : Grinnell Burt, Richard Wisner, C. H. Demarest, John L. Welling, Jas. Burt, Geo. W. Sandford and H. B. De Kay, of Warwick ; W. C. Sheldon, John H. Seed, John S. Martin, Thos. P. Fewler and D. B. Halstead of New York City ; Alfred Ely, of Newark, N. J. The new Board organized by the election of Grinnell Burt, President and Superintendent ; W. C. Sheldon, Vice-President ; C. H. Demarest, Secretary ; Thos. Burt, Treasurer, and John Sayer, Asst. Treasurer.

At a meeting of the stockholders of the Alabama, New Orleans and Texas Railroad Company, limited, better known as the Northwestern Railroad, held at New Orleans on the 23d inst., the following Board of Directors was elected : J. H. Oglesbey, Emile Carrier, James M. Seixas and Henry Abraham, of New Orleans ; John Scott, of Cincinnati ; Frederick Wolfe, Otto Flock and Charles E. Lewis, of New York, and W. H. Hardy, of Meridian Miss. The officers chosen were : Frederick Wolfe, president ; W. H. Hardy, vice-president ; John Scott, general manager ; Max Calm, secretary and treasurer ; John Glynn, jr., general resident agent, and Robert Mott, attorney. The construction of the Northwestern line will now be pushed forward very rapidly, as the contract provide that the road must be completed within twelve months, including the bridge across Lake Pontchartrain. This company has also purchased property—ten squares with a river front—in the Third District of the city, known as the Levee Steam Cotton Press, for a depot, etc. The price paid was \$360,000.

The Coal Trade.

THE leading coal carrying companies make the following reports of their tonnage for the week ending December 17, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad.....	188,573	442,160	323,090
schuylkill Canal	3,386	27,655	
Lehigh Valley.....	141,367	337,718	240,020
Delaware, Lackawanna and Western.....	100,656	4,174,134	3,425,866
Shamokin	22,422	1,041,935	894,100
Central R. R. of New Jersey..	100,781	4,288,476	3,681,623
United R. R. of New Jersey..	46,738	1,550,441	1,138,309
Pennsylvania Coal.....	28,964	1,378,431	1,093,042
Delaware and Hudson Canal.....	77,877	3,500,339	2,968,177
Huntingdon and Broad Top Mountain.....	8,468	498,292	403,556
Penn. and New York.....	30,916	77,766	62,660
Clearfield, Pa	45,279	2,318,881	1,681,911

The total tonnage of anthracite coal from all the regions for the week ending Dec. 17, as reported by the several carrying companies, amounted to 647,865 tons, against 371,251 tons in the corresponding week last year, an increase of 276,614 tons. The total amount of anthracite mined for the year is 28,236,427 tons, against 23,581,580 tons for the same period last year, an increase of 4,654,547 tons. The quantity of bituminous coal sent to market for the week amounted to 103,087 tons, against 92,611 tons in the corresponding week of last year, an increase of 10,476 tons. The total amount of bituminous mined for the year is 4,827,961 tons, against 4,236,900 tons for the corresponding period last year, an increase of 591,061 tons. The total tonnage of all kinds of coal for the week is 750,952 tons, against 463,862 tons in corresponding week last year, an increase of 287,090 tons, and the total tonnage for the coal year is 33,064,388 tons, against 27,818,780 tons to same date last year, an increase of 5,245,608 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending December 17 was 182,742 tons, of which 133,147 tons were coal and 49,595 tons coke. The total tonnage for the year thus far has been 8,816,444 tons, of which 6,505,666 tons were coal and 2,310,778 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended December 17 were 53,693 tons, and for the year to that date 2,154,198 tons, an increase of 126,925 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 43,406 tons; year, 1,380,956 tons; increase compared with 1880, 162,792 tons; Chesapeake and Ohio Canal—week, 5,483 tons; year, 503,753 tons; decrease compared with 1880, 97,781 tons. Pennsylvania Railroad—week, 4,699 tons; year, 265,096 tons; increase compared with 1880, 59,520 tons. The Reading Railroad shipment for last week, ending December 24, was 179,700 tons, of which 50,500 tons were sent to and 33,000 tons shipped from Port Richmond, and 21,500 tons sent to and 22,000 tons shipped from Elizabethport.—*Phil. Ledger*, Dec. 26.

A CONSERVATIVE old man said he didn't like the way his youngest daughter celebrated the wooden wedding, because she celebrated it by marrying a blockhead.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 28.

Th. 22. F. 23. Sat. 24. M. 26. Tu. 27. W. 28.

Adams Express....	145	145	145
Albany and Susq..			
1st mortgage.....			
2d mortgage.....			
American Express..	91 1/2	90	92
Atlantic & Pac. Tel.			
Buri. C. R. & Nor.			
1st mortgage 6s..	90 1/2	90	90
Canada Southern ..	52 1/2	52	51
1st mortgage guar ..	90	98 1/2	98 1/2
Central of N. Jersey	88 1/2	91 1/2	90 1/2
1st mort. 1890.....			
7s. consol. ass.....		118	
7s. convertible.....			
7s. Income.....			
Adjustment.....		107	108
Central Pacific....	89 1/2	90 1/2	90 1/2
6s. gold.....	115 1/2		115 1/2
1st M. (San Joaq)			
1st M. (Cal. & Or.)			
Land grant 6s.....			
Chesapeake & Ohio.	25 1/2	25 1/2	25 1/2
Chicago and Alton.	131 1/2	130 1/2	138 1/2
Preferred.....			
1st mortgage.....			
Sinking Fund.....			
Chi., Bur. & Quincy	185 1/2	186 1/2	135
7s. Consol. 1903.....			130
Chi., Mill. & St. Paul	102 1/2	103 1/2	103 1/2
Preferred.....	119 1/2	118	118
1st mortgage, 8s.....			
2d mort. 7 3-10s.			
7s. gold.....			
1st M. (La. C. div.)			
1st M. I. & M. div.)	131		
1st M. (L. & D. ext.)			131 1/2
1st M. (H. & D. div.)			117
1st M. (C. & M. div.)			
Consolidated S. F.			122 1/2
Chi. & Northwestern	129 1/2	124 1/2	124 1/2
Preferred.....	138	136	137
1st mortgage.....			
Sinking Fund 6s.....			
Consolidated 7s.....		131	
Consol. Gold bo'ds		123	
Do. reg.....			
Chi., R. I. & Pac.	133	133	132 1/2
6s. 1917. c.....	129		127 1/2
Clev., Col., Cin. & Ind.	88	87 1/2	87
1st mortgage.....			86
Clev. & Pittsburgh gr.			123 1/2
7s. Consolidated.....			
4th mortgage.....			
Col., Chi., & Ind. Cent.	20	20 1/2	20 1/2
1st mortgage.....		125	
2d mortgage.....			
Del. & Hud. Canal.	106 1/2	106 1/2	107
Reg. 7s. 1891.....			
Reg. 7s. 1894.....			
7s. 1894.....			
Del., Lack. & Western	126	127	127 1/2
2d mortgage 7s.....			
7s. Consol. 1907.....			
Erie Railway.....			
1st mortgage.....			
2d mort. 6s. ext.....			
3d mortgage.....		106	
4th mort. 6s. ext.....			
5th mortgage.....			
7s. Consol. gold.....	128	128	128 1/2
Great West. 1st mort.			
2d mortgage.....		106 1/2	
Hannibal & St. Jo..	96 1/2	95 1/2	95 1/2
Preferred.....	112 1/2	111	111 1/2
8s. Convertible.....	108		108
Houston & Tex. Cen.			
1st mortgage.....			113 1/2
Illinois Central....	129 1/2	120 1/2	128 1/2
LakeShore&MichSo	116 1/2	116 1/2	115 1/2
Consol. 7s.			
Consol. 7s. reg.....			
2d Consolidated.....		123	124
Leh. & W. B. 7s. Con.			
Long Dock bonds.....			
Louisville & Nash.	100 1/2	101 1/2	101
7s. Consolidated.....		121	
Manhattan.....	55	54	51 1/2
Met. Elevated.....	84 1/2	85	85 1/2
1st mortgage.....	103	102 1/2	102 1/2
Michigan Central..	86 1/2	87 1/2	86 1/2
7s. 1902.....			
M. S. & N. L. 1st. S. F.		107 1/2	
Morris & Essex..	121 1/2		121 1/2
1st mortgage.....			
2d mortgage.....			
7s. of 1871.....	122		
7s. Convertible.....			
7s. Consol. sted.		123	132
P. & O. Can. & Hud. B.	132 1/2	133 1/2	132 1/2
8s. S. F. 1888.....			102 1/2

6s. S. F., 1887.....			
1st mortgage.....			
1st mortgage, reg.....			
N. Y. Elevated....		107	107
1st mortgage.....			106
N. Y. & Harlem.....			105 1/2
Preferred.....			
1st mortgage.....			
1st mortgage, reg.....			
N. Y., Lake Erie & W.	41	41 1/2	41
Preferred.....		89 1/2	90
2d Consolidated.....		90	98 1/2
New 2d 5s fund.....		97 1/2	98
N.Y. N.Hav'n & Hart			170
North Mo. 1st mort.		102 1/2	
Northern Pacific....	35 1/2	35 1/2	35 1/2
Preferred.....		72	71 1/2
Ohio & Mississippi	35 1/2	35 1/2	35 1/2
Preferred.....		104	
2d mortgage.....			
Consolidated 7s.....			118
Consol. S. Fund.....			
Pacific Mail S. Co.	41 1/2	40	40 1/2
Pacific R. R. of Mo.			107 1/2
1st mortgage.....			107 1/2
2d mortgage.....			
Panama.....			
Phila. & Reading.	66	65 1/2	66 1/2
Pitts. Ft. W. & Chi. gld			134 1/2
1st mortgage.....			139 1/2
2d mortgage.....			
3d mortgage.....			
Pullman Palace Car	125	122 1/2	
Quickell'r Min'g Co	13	12 1/2	12 1/2
Preferred.....		58 1/2	58 1/2
St. Louis & San Fran	40	39	
Preferred.....		57 1/2	55
1st Preferred.....		105	103
St. L., Alt'n & T. H.			
Preferred.....		88	86
1st mortgage.....			115
2d mort. pref.....			
Income bonds.....			
St. L., Iron Mt. & S			
1st mortgage.....			117 1/2
2d mortgage.....			
Toledo and Wabash.			
1st mortgage.....			
2d mortgage.....		108 1/2	
7s. Consolidated.....			
St. Louis Division.....			107 1/2
Union Pacific....	116	116 1/2	115 1/2
1st mortgage.....		117	117 1/2
Land Grant 7s.....			112 1/2
Sinking Fund 8s.....			
United States Ex....	75	73 1/2	
Wabash, St. L. & Pac	36	36 1/2	35 1/2
Preferred.....		70 1/2	67 1/2
New mort. 7s.....			
Wells Fargo Ex.....	134		
Western Pacific b'ds		112	
Western Union Tel.	78 1/2	79 1/2	78 1/2
7s. S.F. conv., 1900		118 1/2	118 1/2
FEDERAL STOCKS:			
U. S. 4s, 1907, reg...	117 1/2	117 1/2	117 1/2
U. S. 4s, 1907, coup.....		118 1/2	
U. S. 4 1/2s, 1891, reg.	114 1/2		
U. S. 4 1/2s, 1891, coup			114 1/2
U. S. 6s, 1881, reg.....			
U. S. 6s, cont'd at 3 1/2	102 1/2		102 1/2
Dt. of Col. 3-65s, reg		106	
Dt. of Col. 3-65s, coup			
Boston Stock Exchange.			
Prices for the Week Ending Dec. 28.			
Atch. Top. & San. Fe.	93 1/2	92 1/2	93
1st mortgage.....			94
2d mortgage.....			
Land Grant 7s....	117 1/2	117	
Boston & Albany....	158	158 1/2	160
7s. reg.....			
Boston and Lowell		105	106
Boston & Maine....	149 1/2	148	148
Boston & Providence		162	
Bos'n, Hart. & Erie 7s	66 1/2	65 1/2	66
Buri. & Mo. B. L. G. 7s			
Buri. & Mo. B. in Neb.			
6s. exempt.....		115	
Chi., Bur. & Quincy	135	136	135 1/2
7s.			
Cin., Sand & Clev. (\$50)	26 1/2	25 1/2	25 1/2
Concord (\$50).....		99 1/2	
Connecticut River.....			
Eastern.....	35 1/2	35 1/2	35 1/2
New 4 1/2 Bonds... 106	106		
Fitchburg.....			122 1/2
Kan. C., Top. & West			
Michigan Central....			
N.Y. & New England	64 1/2	64	63 1/2
7s.....		117 1/2	117
Northern N. H.			
Norwich & Worcester			159
Ogden & Lake Cham			
Preferred.....			
Old Colony.....		125 1/2	123 1/2
Ph. Wil. & Balt. (\$40)	62		63
Portl'd, Sac & Ports			
Pueblo & Ark Val.			
7s.....			117 1/2
Pullman Palace Car			
Union Pacific....	116 1/2	116 1/2	115 1/2
6s.....			
Land Grant 7s.....			120
Northern & Canada.			
Vermont & Mass.			
Worcester & Nashua			59
Cambridge (Horse).....			
Metropolitan (Horse).....			76 1/2
Middlesex (Horse).....			118
Cal. & Hecla Min'g Co			285
Quincy.....	48 1/2	49 1/2	49 1/2
Philadelphia Stock Exchange.			
Closing Prices for the Week Ending Dec. 27.			
W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27.			
Allagh'y Val. 7 3-10s			124
7s. Income.....			52
Cam'dn & Am. 6s, '83			
6s. 1889.....			
Mort. 6s. 1889.....			
Camden & Atlantic.			
Preferred.....			
1st mortgage.....			
2d mortgage.....			
Catawissa.			
Preferred.....			52 1/2
7s. new.....			
Del. & Bound Brook.			
7s.....			124 1/2
Elmira & Williamspt.			
Preferred.....			
Hunt. & B. Top Mt.	14 1/2	15	13 1/2
Preferred.....		27 1/2	24 1/2
2d mortgage.....			
Lehigh Navigation.	43 1/2	43	42 1/2
6s. 1884.....		106 1/2	
Gold Loan.....		111 1/2	
Railroad Loan.....			117 1/2
Conv. Gold Loan.....			
Consol. Mort. 7s.			117
Lehigh Valley.....		61	61 1/2
1st mort. 6s. coup.....			
1st mort. 6s. reg.....			
2d mort. 7s.....			
Consol. mort. 6s.		117	
Consol. mtg. 6s. reg		118	
Little Schuykill.			
Minehill & Sch. Hav'n			62 1/2
North Pennsylvania	60	60	
1st mortgage 6s.....			
2d mortgage 7s.....			
Gen'l mtg. 7s.			
Gen'l mtg. 7s. reg.....			
Northern Central.	52		51 1/2
5s.....			51 1/2
Northern Pacific....	36 1/2	35 1/2	35 1/2
Preferred.....		77 1/2	73
Pennsylvania R. R.	62 1/2	61 1/2	60 1/2
1st mortgage.....			
Gen'l mort.			
Gen'l mort. reg.....			
Consol. mort. 6s.			
Consol. mort. reg.			
Pa. State 6s 2d series.			
do 3d series.....		102 1/2	
do 5s. new.....			
do 3s.....			
Phila. & Reading.	33 1/2	32 1/2	32 1/2
1st mortgage 6s.....			
7s. of 1893.....			
7s. new convert.....			
Consol. mort. 7s.		125 1/2	125
Consol. mort. reg.			97 1/2
Gen'l mort. 6s.		97	99
Gen'l mort. 6s. reg.		96	
98			
Philadelphia & Erie		20	19 1/2
1st mortgage 5s.			
2d mortgage 7s.			
Pitts., Cin. & St. L. 7			

Baltimore Stock Exchange.*Closing Prices for the Week Ending Dec. 27.*

W. 21. Th. 22. F. 23. Sat. 24. M. 26. Tu. 27.

Baltimore & Ohio..	45	45		
6s, 1880.....	11			
6s, 1885.....				
Central Ohio (\$50).....	45	45		
1st mortgage.....	11			
Marietta & Cincin'ti.....	125½			
1st mortgage, 7s..	125	125½	125	
2d mortgage, 7s..	108½	103½	105½	
3d mortgage, 8s..	59½	59½	60%	62½
Northern Oen. (\$50).....	52	52½	51½	
2d mort., 6s 1885..				
3d mort., 6s, 1900..				
6s, 1900, gold..				
6s, 1904, gold..				
Orange & Alex. 1st..				
2d mortgage, 8s..				
3d mortgage, 8s..				
4th mortgage, 8s..				
O. Alex. & Manas's 7s.....				
Pitts. & Connells' 7s.....	125½	125½		
Virginia 6s, Consol. 71½	71	73	73	71½
Consol. coupons.....				76
10-40 bonds.....	42	41	41	
Def'd Certificates.....				
Western Maryland.....				
1st M., end. by Balt				
2d M., do				
1st M., unendors'd				
2d M., end. WashCo				
2d M., preferred..				
City Passenger R. R.				

London Stock Exchange.

	Closing Prices—	
	Dec. 9.	Dec. 2.
Baltimore & Ohio (sterling).....	114	116
Cairo & Vicksburg com. stock.....	42	45
Do. preferred 5 per cent.....	91	93
Central of N. J. \$100 share.....	93	98
Do. Cons. Mortgage.....	118	120
Do. Adjustment Bonds.....	104	109
Do. Income Bonds.....	104	107
Det. G'd Haven & Mil. Equip bds.....	112	114
Do. Con. M. 5 p.c. till '83 a/c r6p. c110	112	110
Illinois Central \$100 shares.....	137	138
Lehigh Valley Cons. mortgage.....	115	119
Louisville & Nashville mort 6s. 105	107	108
Do. Sink. Fund bds (S. & N. Ala) 104	106	107
Do. capital stock \$100 shares. 105	107	101
N. Y. Cent. & Hud. R. mt. bds. 138	142	137
Do. \$100 shares.....	142½	143½
Do. mort. bonds (atg.).....	123	125
N. Y., Lake Erie & West. \$100 shs 47½	47½	46½
Do. 6 p. c. pref. \$100 shares ..	96	98
Do. 1st Con. Mort. bds (Erie) 130	130	132
Do. do. Funded Coupon bds. 127	129	129
Do. 2d Consol Mort. bonds... 103½	104½	105
Do. do. Funded Coupon bds. 101	103	103
Do. Gold Income bonds.... 95	100	95
N. Y., Pa. & Ohio 1st mort. bonds. 53	54	53½
Do. Prior Lien bds (sterling).....	110	105
Pennsylvania, \$50 shares.....	65½	65½
Do. Con. Sink Fund Mort.	120	120
Philadelphia & Reading \$50 shs 35	36	33½
General Consol Mortgage.....	116	118
Do. Improvement Mortgage.....	104	106
Do. Gen. Mtg. '74, ex-def'd coup. 101	103	107
Do. Scrip for the 6 def. ½ coup. 95	100	91
Pittsb., Ft. W. & Chi. Eq. bds. 105	109	105
St. L. Bridge 1st mort. gold b'd. 126	128	128
Do. 1st pref. stock.....	102	104
Union Pa. Land Grant 1st. mtg. 115	119	115

AMERICAN RAILROAD JOURNAL.**Financial and Commercial Review.**

THURSDAY EVENING, Dec. 29, 1881.

In the money market this morning 5@6 per cent was the quotation for call loans on stocks and 3@3½ per cent on United States bonds. Time loans on stocks were 6 per cent. Prime mercantile paper was 6@6½ per cent for 60 days to 4 months date. In the afternoon the rate to the stock brokers advanced to 1-32 of 1 per cent per day plus 6 per cent. Few loans, however, were made above 1-64, and the fair ruling rate for the day on this class of loans was 6 per cent; the closing rate was 5 per cent.

The posted rates for prime bankers' sterling were this morning advanced to 4.80½ and 4.81½. The actual rates were 4.79½@4 and 4.83½@4, with cable transfers 4.84½@4.85 and

prime commercial bills 4.77½@4.78½. The actual rates for continent bills are as follows: francs, 5.25½@5.26½ and 5.20½@5.21½; marks, 93½@94½ and 94½@95; and guilders, 39½ and 40½.

In accordance with the act of the extra session of the Minnesota Legislature for the settlement of the old contested railway bonds, the new twenty year bonds to the amount of \$4,000,000 have been signed and sealed, and will be put in use on Jan. 3. It has been determined that some \$30,000 of the internal improvement land fund, \$20,000 of the permanent university fund, and about \$500,000 of the permanent school fund shall be invested in the new bonds. In pursuance of this understanding, some of the Missouri 6s, and United States 4 per cents in these funds have been sent East to be sold at the market price, the proceeds to be invested in the new State 4½ per cent bonds. The State will realize a large premium on these and other bonds to be sold, and a profit of from \$80,000 to \$100,000 will inure to the several funds from the transaction. No difficulty is likely to be encountered in placing all these 4½ per cent bonds at par. About \$1,000,000 of the \$4,000,000 will be absorbed in the several trust funds above mentioned, and the remainder will go to the bondholders, \$2,000,000 or more to Selah Chamberlain, and the rest to other creditors.

The Albany and Greenbush Bridge Company has taken up the two mortgages, one given in 1875 and the other in 1880, to cover bonds to construct the bridge, and has given a new mortgage to the Mercantile Trust Company of New York to secure bonds to the amount of \$900,000 in denominations of \$1,000 each payable November 1, 1881, in gold coin, with interest at the rate of 6 per cent per annum, also payable in gold.

The Mercantile Trust Company will issue certificates of first preferred stock of the Manhattan Railway Company for the temporary receipts already issued and for the stock of the New York Elevated Railroad Company, to be exchanged for first preferred stock of the Manhattan Railway Company in accordance with the agreement between the Manhattan Railway Company, the New York Elevated Railroad Company and the Metropolitan Elevated Railway Company, dated Nov. 14, 1881. Upon the delivery of the certificates to the Trust Company it will pay \$10 a share in cash. Upon the delivery of the certificates of the Metropolitan Elevated Railway Company the Trust Company will issue certificates of second preferred stock of the Manhattan Railway Company therefor.

A TRAFFIC arrangement has just been concluded between the New York, Lake Erie and Western and the New York and New England Railroad Company, by which the former is to take its business for Boston and New England points over the New York and New England line, and the latter will give its business for the West to the New York, Lake Erie and Western. The new arrangement goes into effect Jan. 1.

CHECKS for the payment of the interest due January 1, 1882, on the public debt of the United States will not be mailed from the Treasury, at Washington, until the 31st inst.

The railroad debt of Watertown, N. Y., am-

ounting to \$300,000, will be refunded January 1, 1882. The old bonds were issued in 1870, and bear 7 per cent interest. The new bonds, which will bear 4 per cent interest, have all been subscribed for at par by residents of the city and town. They fall due yearly in amounts of \$10,000 each.

At a meeting in London, Eng., on the 22d inst., of the shareholders of the Grand Trunk Railway Company of Canada, Sir Henry Tyler, president, proposed a supplementary traffic agreement with the Chicago and Grand Trunk Railway, with the Michigan Air Line, and with the Midland Railway of Canada. He gave a favorable account of the prospects of the road, and said he believed that at the half-yearly meeting he would be able to recommend the payment of the second preferred dividends in full. The statement of the president was favorably received, and the policy he recommended approved.

THE Missouri State Fund Commissioners have remitted to the Bank of Commerce, New York, sufficient funds to pay the interest on the State debt falling due January 1, 1882; but have instructed the Bank not to pay the interest claimed to be due on the bonds, issued in aid of the Hannibal and St. Joseph Railroad. The Governor also threatens in case the company should fail to pay the interest on these bonds to order the sale of the road under the law which authorizes him to do so whenever interest is in default. Referring to the above announcement the President of the Hannibal and St. Joseph Railroad Company is reported to have said that the "Company will not pay interest on Missouri State Aid bonds, and that the road will not be sold for that interest. The company paid into the State treasury, June last, the full amount of State loan for which those bonds were issued. The State received the money and assumed payment of interest and principal of bonds. The State paid interest on bonds at Bank of Commerce last July and will continue to pay it or dishonor its obligations. The company has plenty of money to pay these coupons, but it has paid its debt in full and does not intend to continue paying interest on a debt that is paid. The company intends to pay its own obligations promptly and its regular February dividend and has the money in hand for that purpose."

THE amount of interest on the public debt of the United States, falling due January 1, 1882, is more than \$10,000,000, of which amount \$7,387,000 is on account of the 4 per cent bonds, and the remainder on account of the extended 6 per cent bonds, which now bear 3½ per cent per annum. On the 4 per cent bonds one quarter's interest, and on the extended 6's one-half year's interest will be payable on the date above named.

THE report of the Warwick Valley Railroad Company for the year ending September 30, 1881, shows that the total earnings were \$55,547.74, the expenses of operating, maintaining road, etc., were \$31,353.53, and the net earnings \$24,204.21. Of this amount \$12,600 was paid for interest, and \$6,800 for dividends, leaving a surplus of \$4,804.21, out of which a dividend of 2½ per cent was declared payable January 10, 1882.

THE San Francisco Stock Board has declared a dividend of \$100 to each member, payable immediately.

THE Mercantile Trust Company is prepared to issue first preferred stock of the Manhattan Railway Company, and to pay \$10 per share in cash, in exchange for temporary receipts already issued for the stock of the New York Elevated Railway Company; also, to issue second preferred stock of the Manhattan Railway Company, in exchange for certificates of the Metropolitan Elevated Railway Company.

IN the United States Circuit Court, Pittsburgh, on the 27th inst., Judge McKenna granted the petition of Samuel Dickson, of Philadelphia, asking that the injunction against the Lehigh and Wilkesbarre Coal Company be dissolved, and that the business be taken out of the hands of the receivers.

THE State treasurer of Alabama, has forwarded to New York and Mobile the necessary funds to meet the interest due January 1, on the Alabama bonds. The interest will also be paid at Montgomery on any bonds presented. More than half the bonded debt of the State is held by Alabamians.

The closing quotations on Thursday were: American District Telegraph, 37@38; Adams Express, 145@148; American Express, 90@91; Chicago, Burlington and Quincy, 136@136½; Canada Southern, 52½@52½; Chicago and Northwestern, 126@126½; do. pref., 139@139½; Chicago and Alton, 129½@130; Central of New Jersey, 91½@91½; Central Pacific, 91½@91½; Chicago, Milwaukee and St. Paul, 106½@106½; do. pref., 119@119½; Cleveland, Columbus, Cincinnati and Indianapolis, 83½@85½; Columbus, Chicago and Indiana Central, 21½@22; Delaware and Hudson Canal, 107½@109½; Delaware, Lackawanna and Western, 127½@127½; Hannibal and St. Joseph, 95½@95½; do. pref., 113@113½; Illinois Central, 131@131½; Lake Erie and Western, 35½@36; Lake Shore and Michigan Southern, 115½@116; Metropolitan Elevated, 85½@87; Manhattan Elevated, 54½@54½; Michigan Central, 87½@87½; New York Elevated, 105½@106; New York, Lake Erie and Western, 41½@41½; do. pref., 90½@90½; New York Central and Hudson River, 131½@131½; Northern Pacific, 37½@37½; Ohio and Mississippi, 36@36½; Panama, 189@198; Pacific Mail, 41@41½; Texas and Pacific, 50½@50½; Union Pacific, 116½@117; United States Express, 75@77; Western Union Telegraph, 79½@79½; Wabash, St. Louis and Pacific, 36½@36½; do. pref., 68½@68½; Wells-Fargo Express, 130@135.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. consol., 126; American Dock and Imp., 7s, ass., 139½; Boston and New York Air Line pref., 66; Cedar Falls and Minnesota, 19; Chesapeake and Ohio 1st pref., 35; do. 2d pref., 26½; do. 1st, Series A, 102; do. B, 81½; do. cur. int., 52½; Chicago, St. Paul, Minneapolis and Omaha, 35½; do. pref., 101½; do. consol., 99½; Chicago, St. Louis and New Orleans, 80; do. 1st consol., 118½; Columbus, Chicago and Indiana Central Income, 73; Cedar Rapids, Iowa Falls and Northern 1st, 10½; Chicago, St. Paul and Minneapolis 1st, 108½; Chicago, Milwaukee and St.

Paul, S. M. div. 1st, 106½; do. Chicago and Pacific div. 1st, 97; Denver and Rio Grande, 70½; do. 1st, 111½; do. 1st consol., 104½; Denver, South Park and Pacific 1st, 103½; East Tennessee, Virginia and Georgia, 13½; do. pref., 23½; do. inc., 54½; Gulf, Colorado and Santa Fe 1st, 108; International and Gt. Northern 6s, 90; do. 1st, 107½; do. 2d inc., 91½; Indiana, Bloomington and Western, 46½; do. 1st, 125; Indianapolis, Decatur and Springfield 2d income, 70; do. 1st, 104½; Kansas Pacific 1st consol., 102½; do. 6s, 1896, 109½; Keokuk and Des Moines 1st, 105; Lake Erie and Western, 34; do. 1st, 107½; do. Inc., 50½; Louisville, New Albany and Chicago, 75; do. 1st, 103; do. Evansville, Henderson and Nashville 1st, 100; Long Island, 49; Louisville and Nashville gen'l mort. 6s, 101½; Lehigh and Wilkesbarre inc., 90; Lafayette, Bloomington and Muncie 1st, 103; Manhattan Beach, 24½; Mobile and Ohio, 32½; do. 1st debent., 95; do. 2d debent., 70; Missouri, Kansas and Texas, 37½; do. consol. 7s, 106½; do. 2d, 70; do. 6s, 82; Missouri Pacific, 100½; do. 3d, 110; Memphis and Charleston, 74; Milwaukee, Lake Shore and Western, 45½; Marietta and Cincinnati 1st pref., 16; Michigan Central 5s, 95; Minneapolis and St. Louis 1st, Iowa Ext., 109½; Metropolitan Elevated 2d, 90; Nashville, Chattanooga and St. Louis, 85; do. 1st, 118; New York, Ontario and Western, 27½; Norfolk and Western pref., 57; do. Gen'l mort., 103½; Northern Pacific 1st, 102½; New Orleans Pacific 1st, 91; New York, Pennsylvania and Ohio inc., 44½; Ohio Central, 23½; do. 1st, 99; do. inc., 44½; Oregon Railway and Nav., 151; Ohio Southern, 23; do. 1st, 92½; do. inc., 44½; Peoria, Decatur and Evansville, 36; do. 1st, 106; Quincy and Toledo 1st, 105; Rochester and Pittsburg, 25½; do. 1st, 99½; do. inc., 100; Richmond and Allegany, 38½; do. 1st, 104½; Richmond and Danville, 169; do. 1st, 104½; Rome, Watertown and Ogdensburg, 24½; do. 1st consol., 90; St. Paul, Minneapolis and Manitoba, 112½; do. 1st, 111½; South Pacific of Missouri 1st, 105½; St. Louis and Iron Mountain 1st pref. inc., 96; do. Cairo, Arkansas and Texas 1st, 107½; St. Louis, Kansas City and Northern, Omaha div. 1st, 112; Scioto Valley 1st, 103; St. Paul and Sioux City 1st, 109; St. Louis and San Francisco 2d, Class B, 92; Toledo, Delphos and Buriington, 17½; Texas and Pacific, 50½; do. 1st, 106½; do. inc. L. G., 72; do. Rio Grande div. 1st, 87½; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific Gen'l mort. 6s, 87½; do. Iowa div. 1st, 90; do. Chicago div. 1st, 96½; Louisiana consol. 7s, 96½; North Carolina 6s, S. T, 3d class, 8½; South Carolina 6s, non-fund., 11; Tennessee 6s, old, 73; do. new, 73½; Colorado Coal and Iron, 42; do. 6s, 89½; Maryland Coal, 20½; New Central Coal, 20; Canton Co., 61; Sutro Tunnel, 1; Central Mining, 1½; Deadwood, 4; Excelsior, ½; Homestake, 14½; Little Pittsburg, 1½; Maryland, 17½; Ontario, 35; Robinson, 3; Standard, 19½.

Philadelphia.—American Steamship Co. 6s, 107; Belvidere Delaware 2d mort., 107; Central Transportation, 38; Huntingdon and Broad Top Mountain consol. 5s, 87½; Junction R. R. 6s, 103; Northern Pacific 1st mort. Missouri div., 105; Nesquehoning Valley, 57½; Pennsylvania Canal 6s, 100; Philadelphia, Wilmington and

Baltimore 4s, 94; Philadelphia and Reading R. R. scrip, 80; Shamokin, Hazleton and Wilkesbarre 2d, 25; Texas and Pacific consol. mort. 6s, 99½; West Jersey and Atlantic 6s, 112; West Jersey 1st, 122. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112; Pennsylvania State 6s, 3d series, 102@102½; do. 5s, new loan, 117@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 34½@34½; do. consol. mort. 7s, reg., 125@125½; do. mort. 6s, 116@—; do. gen'l mort. 6s, coupon, 97½@98½; do. 7s, 1893, 118@125; do. new, conv., 73@77; United New Jersey R. R. and Canal, 186@186½; Buffalo, Pittsburg and Western, 20½@20½; Pittsburg, Titusville and Buffalo 7s, 101½@102½; Camden and Amboy mort. 6s, 1889, 113½@114½; Pennsylvania R. R., 61@61½; do. general mort. coupon, —@127; do. reg., 123@—; do. consol. mort. 6s, reg., 119@124; Little Schuylkill R. R. 56½@57½; Morris Canal, 65@75; do. pref., 168½@169½; Schuylkill Navigation, 6@7; do. pref., 13@13½; do. 6s, 1882, —@90; do. 1872, 107@108; Elmira and Williamsport pref., 57@60; do. 6s, 110@—; do. 5s, 95@—; Lehigh Coal and Navigation, 43½@43½; do. 6s, 1884, 106½@107½; do. R. R. loan, 116@118; do. Gold Loan, 111½@112½; do. consol. 7s, 116½@117½; Northern Pacific, 35½@35½; do. pref., 73½@73½; North Pennsylvania, 59½@60½; do. 6s, 107@107; do. 7s, 123½@—; do. General mort. 7s, reg., 119@124; Philadelphia and Erie, 20@20½; do. 7s, 117@120; do. 5s, 105@106; Minehill, 62@62½; Catawissa, 15@16; do. pref., 52½@52½; do. new pref., 52@53; do. 7s, 1900, 119@—; Lehigh Valley 61@61½; do. 6s, coupon, 120@121; do. reg., 121½@122½; do. 2d mort. 7s, 132@132½; do. consol. mort. 117@117½; Fifth and Sixth streets (horse), 149@150; Second and Third, 114½@115½; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 47½@48½; Green and Coates, 90@100; Chestnut and Walnut, 94@95; Germantown, —@70; Union, 110@125; Lombard and South, —@—; West Philadelphia, 108@110; People's 15½@16; Continental, 100@105.

Boston.—Atchison, Topeka and Santa Fe 7s, guar., 115½; do. mort. 5s, 115½; Atlantic and Pacific 6s, Income, 32; Boston Water Power, 5½; Boston Land, 7½; Boston, Revere Beach and Lynn, 122; Burlington and Missouri River in Nebraska 6s, non-exempt, 103½; Chicago, Burlington and Quincy 4s, 87; Connoton Valley, 18½ do. 7s, Straitsville div., 75½; Chicago, Milwaukee and St. Paul, Wisconsin Valley 6s, 100; Chicago and West Michigan 5s, 96; Connecticut and Passumpsic Rivers R. R., 94; Detroit, Lansing and Northern pref., 114; Flint and Pere Marquette pref., 93½; Kansas City, Lawrence and Southern 5s, 104; Kansas City, Fort Scott and Gulf, 84; do. 7s, 111; Little Rock and Fort Smith, 59½; Marquette, Houghton and Ontonagon pref., 118; do. 6s, 103; Massachusetts Central 6s, 93½; Mexican Central 7s, 86½; do. block new, 93; New York and New England 6s, 107; Northern Pacific 6s, 100; New Mexico and Southern Pacific 7s, 114½; Portsmouth, Great Falls and Conway 4½s, 87½; Rutland, 5; do. pref., 26; Republican Valley 6s, 103; Summit Branch, 11; Toledo, Delphos and Burlington, 8½; Wisconsin Central, 20½; Allouez Mining Co., 3; Atlantic, 16½; Blue Hill, ½;

Brunswick Antimony, 6; Catalpa, 45c.; Crescent, ½; Douglas, 1; Franklin, 14½; Harshaw, 4½; Huron, 4; National, 3; Osceola, 31; Phoenix, 2½; Pewabic, 16; Sullivan, 2½; Silver Islet, 18.

Baltimore.—Atlanta and Charlotte, 81; do. 1st, 108½; Baltimore City 6s, 1890, 114; do. 5s, 1916, 121½; do. 4s, 1920, 112; Columbia and Greenville 1st, 105½; George's Creek Coal, 103; Maryland Defense 6s, 103; Richmond and Danville bonds 1885, 102½; Virginia Midland 1st pref., 100; do. 1st mort., 113½; do. 5th mort., 98½; Virginia Peelers, 40½; do. Peeler coupons, 27½; do. Black scrip, 19. The latest quotations are: Atlanta and Charlotte, 80@—; do. 1st, 108½@109; Baltimore and Ohio, —@210; do. 6s, 1885, 105½@—; Baltimore City 6s, 1886, 106½@108½; do. 6s, 1890, —@114½; do. 5s, 1894, —@117; do. 5s, 1916, —@121; Canton 6s, gold, 110@111; George's Creek Coal, 100@103; Marietta and Cincinnati 1st, 124½@127; do. 2d, 105½@106; do. 3d, 62½@62½; Northern Central, 49@52; do. 6s, 1904, gold, 114@—; do. 5s, 1926, 100@100½; Ohio and Mississippi, Springfield div. 1st, —@120; Pittsburgh and Connellsville 7s, —@125½; Richmond and Danville, 162½@175; Virginia Midland 5th mort., 97@99; Virginia consols., 71½@71½; do. 10-40s, 40½@41; Wilmington, Columbia and Augusta, 107½@109.

Finances of Indiana.

FROM the report of the Treasurer of the State of Indiana for the fiscal year ending October 31, 1881, we learn that the total receipts into the State Treasury during the year (including \$888,865.37 on hand November 1, 1880,) were \$4,167,025, and the disbursements \$3,426,374.28, leaving a balance on hand of \$740,650.72. The total receipts for the general fund, (including a balance of \$504,894.94 on hand at the commencement of the year) were \$1,192,920.02. The foreign indebtedness of the State is as follows:

Five per cent stock outstanding.....	\$14,469 99
Two and one-half per cent stock outstanding.....	2,335 13
Five per cent bonds held by Brooklyn Savings Bank, due on April 1, 1884.....	200,000 00
Five per cent bonds payable to Winslow, Lanier & Co., of New York.....	385,000 00
Five per cent non-negotiable bonds held by Purdue University, due 1901.....	340,000 00
Twenty-four internal improvement bonds, Coghlan claim, past due.....	24,000 00
Six per cent internal improvement bonds, due 1886.....	6,000 00
Total.....	\$971,825 12

The domestic debt, which consists of six per cent non-negotiable bonds, due the common school fund, amounting to \$3,904,783.22, interest payable semi-annually, can hardly be regarded as a debt, in so much as it merely takes the place of an annual appropriation and is paid by the State to itself. The report shows a decrease of \$121,570 in the total debt of the State. The total amount of appropriations subject to draft at the beginning of the year was \$1,872,929.75; unexpended balance, \$243,533.76; merged into the general fund, \$160,733.08.

TRACK laying on the Lehigh and Hudson River Railroad has been completed between Belvidere and Danville, New Jersey, 13 miles, and in a few weeks the cars will be running to Andover, where a Y has been placed to connect with the Sussex Railroad. This is expected to

be a great coal route from the Lehigh Valley to New York and New England.

Statement of the Public Debt of the United States, December 1, 1881.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per cent.	\$111,546,800 00	\$1,626,724 17
6 per cent loan 1863-'81, continued at 3½ per cent.	47,906,700 00	698,624 79
5 per cent funded loan of 1881.....	401,504,900 00	1,171,055 96
4½ per cent funded loan of 1891.....	250,000,000 00	8,812,500 00
4 per cent funded loan of 1907.....	738,768,550 00	4,925,123 66
4 per cent refunding certificates.....	579,250 00	3,861 66
3 per cent navy pension fund.....	14,000,000 00	175,000 00

Aggregate of debt bearing interest..... \$1,564,305,200 00
Interest due and unpaid..... 1,479,525 13

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	20,000 00	2,945 00
5 per cent. bonds, of 1858.....	8,000 00	...
5 per cent. bonds, of 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called.....	370,700 00	8,483 32
6 per cent. 5-20 bonds, June, 1864, called.....	58,650 00	170 95
6 per cent. 5-20 bonds, 1865, called.....	77,050 00	18,912 52
5 per cent. 10-40 bonds, 1864, called.....	534,050 00	112,033 55
5 per cent. Consol. bonds, 1865, called.....	411,400 00	15,866 83
6 per cent. Consol. bonds, 1867, called.....	1,146,250 00	205,607 43
per cent. Consol. bonds, 1868, called.....	321,750 00	24,454 35
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880.....	165,000 00	7,350 00
per cent. funded loan 1881, called.....	4,999,650 00	128,480 49
Oregon War Debt, March 2, 1881, matured July 1, 1881.....	140,500 00	6,610 50
6 per cent. loan of July 17 and Aug. 5, 1861, matured June 30, 1881.....	1,302,500 00	53,635 50
6 per cent. loan of March 3, 1868, matured June 30, 1881.....	451,000 00	14,190 00
1-10 to 6 per cent. Treasury notes, prior to 1846.....	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846.....	6,000 00	206 00
6 per cent. Treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. Treasury notes, 1857.....	1,700 00	99 00
6 per cent. Treasury notes, 1861.....	3,000 00	364 50
7-10 per cent. 3 years' Treasury notes, 1861.....	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.....	43,375 00	2,180 85
5 per cent. 2 year notes, 1863.....	35,250 00	1,784 80
6 per cent. compound interest notes, 1863-64.....	226,000 00	46,123 27
7-10 per cent. 3 years' Treasury notes, 1864-65.....	141,400 00	4,849 64
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates, called.....	5,000 00	394 31

Aggregated of debt on which interest has ceased since maturity..... \$10,048,315 26 \$724,165 58

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$59,960 00
Legal tender notes, 1862-63.....	346,681,016 00
Certificates of Deposit.....	9,045,000 00
Coin certificates, 1863.....	5,207,920 00
Silver certificates, 1873.....	66,663,830 00
Unclaimed interest.....	7,256 51
Fractional currency, 1862, 1863 and 1864 \$15,469,062 92	
Less amount estimated as lost or destroyed, act of June, 21, 1879.....	8,375,934 00

7,093,128 92

Aggregate of debt bearing no interest..... \$434,750,864 92 \$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
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Debt bearing interest in coin, viz:	
Bonds at 6 per cent., continued at 3½ per cent.	\$159,452,500 00
Bonds at 5 per cent., continued at 3½ per cent.	401,504,900 00
Bonds at 4½ per cent.....	250,000,000 00
Bonds at 4 per cent.....	738,768,550 00
Refunding certificates.....	579,250 00
Navy pension fund, 3 p.c.	14,000,000 00
	\$1,564,305,200 00 \$12,892,415 37
Debt on which interest has ceased since maturity.	10,648,315 26 714,165 58

Debt bearing no int., viz:
Old demand and legal-tender notes..... \$346,740,976 00
Certificates of deposit..... 9,045,000 00
Coin & silver certificates..... 71,871,750 00
Fractional currency..... 7,093,128 92

Unclaimed interest..... 7,256 51
\$2,009,704,370 18 \$13,623,837 46

Total debt, principal and interest to date, including interest due and unpaid..... \$2,023,338,207 64

AMOUNT IN TREASURY.

Interest due and unpaid.....	\$1,479,525 13
Debt on which interest has ceased.....	10,648,315 26
Interest thereon.....	724,165 58
Gold and silver certificates.....	71,871,750 00
U. S. notes held for redemption of certificates of deposit.....	9,045,000 00
Cash balance available December 1, 1881	151,274,111 02

Debt, less am't in Treas'y Dec. 1, 1881... \$1,778,285,340 65
Debt, less am't in Treasury Nov. 1, 1881... 1,785,594,466 90

Decrease of debt during the month..... 37,249,126 25

Decrease of debt since June 30, 1881.... \$62,313,471 33

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest
		not paid.
Central Pacific bonds, 1862-64 \$25,885,120 00	\$647,128 00	
Kansas Pacific bonds, 1862-64 6,303,000 00	155,575 00	
Union Pacific bonds, 1862-64 27,236,512 00	680,912 80	
Cent. Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
West'n Pacific bonds, 1862-64 1,970,660 00	49,264 00	
Sioux City & Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,587 80

Interest paid by the United States, \$51,467,272 02; interest repaid by transportation of mails, &c., \$14,708,886 34; interest repaid by cash payments: 5 per cent. net earnings, \$665,198 87; balance of interest paid by United States, \$36,104,186 81.

The foregoing is a correct statement of the public debt, as appear from the books and Treasurer's returns in the Department at the close of business, November 30, 1881.

CHARLES J. FOLGER,
Secretary of the Treasury.

Pennsylvania Railroad.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for November, 1881, as compared with the same month in 1880, shows an increase in gross earnings of..... \$266,302
An increase in expenses of..... 199,034

An increase in net earnings of..... \$66,268

The eleven months of 1881, as compared with the same period in 1880, show an increase in gross earnings of..... \$2,680,188
An increase in expenses of..... 1,977,779

An increase in net earnings of..... \$702,409

All lines west of Pittsburg and Erie for the eleven months of 1881 show a surplus over liabilities of \$2,828,121, being a loss, as compared with the same period in 1880, of \$31,441.

A Boston editor recently wrote that the hotel and restaurant keepers were organizing to abolish "beats," but the printer set it up "beans," and a double-leaded supplement was necessary to quell the riotous mobs that collected about the hostleries.

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of November—

	1881.	1880.
Gross earnings.....	\$487,180 10	\$459,063 68
Operating expenses.....	313,702 98	302,450 79

Net earnings..... \$173,487 17 \$156,602 89
—showing an increase in gross earnings of \$28,106.42, in operating expenses of \$11,252.14, and in net earnings of \$16,854.28.

For the eleven months ending November 30, the gross earnings, operating expenses, and net earnings were:

	1881.	1880.
Gross earnings.....	\$4,967,076 74	\$4,556,076 81
Operating expenses.....	3,465,812 25	2,984,864 09

Net earnings..... \$1,501,264 49 \$1,571,212 72
—showing an increase in gross earnings of \$410,999.93, with an increase in operating expenses of \$480,948.16, making a decrease in the net earnings of \$69,948.23.

A WOMAN who can take a mental inventory of another's attire in half a minute will occupy an entire morning in telling her neighbor the details.

A poor old rheumatic lady said to her physician, "O, doctor, doctor, I suffer so much with my hands and feet!"—"Be patient, dear madam," he soothingly responded; you'd probably suffer a great deal more without them."

FOR SALE.

Ten new Locomotives, Standard Gauge, June and July delivery.
New 3ft. Gauge Locomotives, summer delivery.
One Second-hand Tank Locomotive 3ft. Gauge, rebuilt good as new, January delivery.
Second-hand Standard Gauge Locomotive and Passenger Cars.
Thirty new Box Cars Standard Gauge, immediate delivery.
New Flat and Coal Cars, January delivery.
New Passenger and Combination Coaches 3ft. Gauge, early delivery.
New Car Wheels and Castings.
Iron and Steel Rails.
Narrow-Gauge Rolling stock a specialty.

BARROWS & CO.

64 Broadway,
NEW YORK.

THE LAKE SHIRE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, December 23d, 1881.

The Board of Directors of this company have this day declared a QUARTERLY DIVIDEND of TWO per cent upon its capital stock, payable on WEDNESDAY, the first day of February next at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 31st instant, and will be reopened on the morning of Saturday, the fourth day of February next.

E. D. WORCESTER, Treasurer.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO.,
No 9 NASSAU ST., NEW YORK, Dec. 29, 1881.

THE COUPONS OF THE FIRST MORTGAGE Bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due January 1, 1882, will be paid at the office of FISK & HATCH, No. 5 Nassau street.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

HANNIBAL AND ST. JOSEPH RAILROAD CO.,
78 BROADWAY, NEW YORK, Dec. 28, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of THREE AND ONE-HALF PER CENT upon its preferred stock, payable Wednesday, Feb. 1, 1882, at this office.

The transfer books of the preferred stock will be closed at 3 o'clock P. M. on Saturday, Dec. 31, 1881, and reopen Saturday, Feb. 4, 1882.

JOHN A. HILTON, Secretary.

THE PERFECTED REMINGTON**TYPE-WRITER.**

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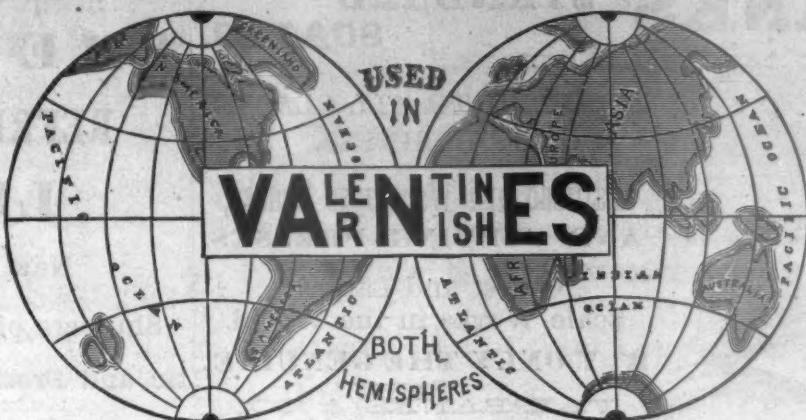
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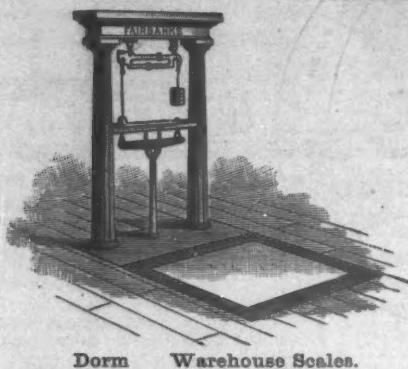
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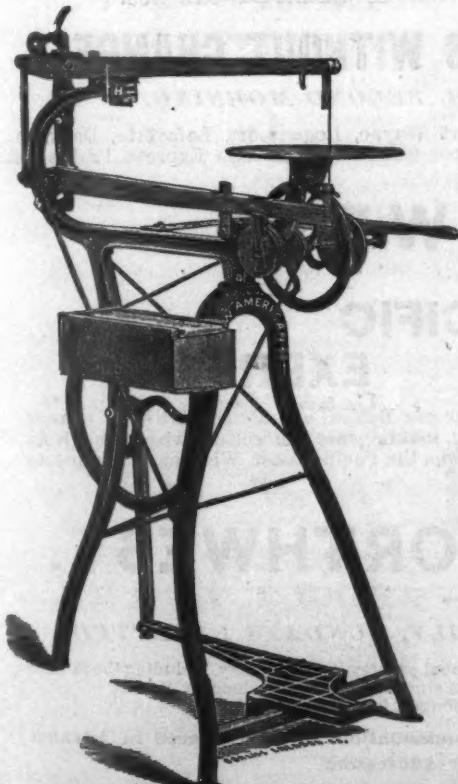
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AMERICAN RAILROAD JOURNAL.

NEW YORK, OCTOBER 8, 1881.

ESTABLISHED
1831.

VOL. LIV.
NO. 41.

Railroads.
Machinery.
Manufacturing.
Steam Navigation.

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Atlantic and St. Law.	100 3,000,000	M. & S.	Sept. '81 9	Lykens Valley.	100 600,000	F. M. A. N.	Feb. '80 24	Wilmington & Weldon.	100 1,450,200	J. & O.	Nov. '80 2			
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Avon, Genesee & Mt. M.	100 225,000	A. & O.	Jan. '81 2	Marietta & Cincinnati.	50 1,400,912	"	"	Winchester & Strasburg.	100 500,000	J. & J.	July '81 2			
Baltimore and Ohio.	100 14,216,800	M. & N.	May '81 5	" 1st pref.	50 8,180,719	M. & S.	Sep. '80 24	Worcester and Nashua.	75 1,700,000	J. & J.	July '81 14			
" " " pref.	100 4,559,578	J. & J.	July '81 2	" 2d pref.	50 4,460,365	M. & S.	Sep. '80 24	HORSE-POWER R. R.						
Washington Jr.	100 1,650,000	A. & O.	Apr. '81 14	Massissippi.	100 100,000	F. & A.	Aug. '81 2	Albany City.	100 110,000	-	-			
Sherkshire.	100 500,000	quarterly		Memphis & Charleston.	25 5,312,726	J. & D.	Jan. '81 2	Baltimore City.	100 1,000,000	J. & J.	July '81 4			
Boston and Albany.	100 20,000,000	quarterly	Oct. '81 12	Metropolitan Mieva'e'l.	100 5,500,000	AN.	AN. '81 24	Balt. Crt. & El. Mill.	100	-	-			
" " " pref.	100 1,257,600	"	"	Michigan Central.	100 18,738,204	quarterly	Aug. '81 1	Boston & Chelsea pref.	50	121,000	A. & O.	Apr. '81 2		
Agricultural Br. guar.	100 60,000	J. & D.	June '81 9	Middlesex Central.	100 2,136 shs	F. & A.	Aug. '81 2	Broadway (Brooklyn).	100 200,000	J. A. O.	Apr. '78 4			
Bost. Gono. & Mont.	100 800,000	M. & N.	May '81 3	Mill Creek & Mineh'l.	50 323,575	J. & J.	July '81 2	Broadw. & 7th Av. (N.Y.).	100 400,000	J. A. O.	Apr. '79 2			
Boston and Maine.	100 2,250,000	J. & J.	July '81 2	Missouri Pacific.	100 1,216,000	quarterly	Aug. '81 1	Brooklyn & Hunter's Pt.	100 400,000	A. & O.	Apr. '79 2			
Boston and Providence.	100 6,931,274	M. & N.	May '81 4	Mobile & Montgomery.	100 2,794,800	F. & A.	Feb. '80 2	Brooklyn City.	100 2,000,000	F. M. A. N.	Aug. '79 1			
Battlecrough Branch.	100 4,000,000	M. & N.	May '81 2	Morris and Essex.	50 15,000,000	J. & H.	July '81 24	Bushwick (Brooklyn).	100 500,000	J. & J.	July '71 24			
Bost. Envir. & Lynn.	100 250,000	J. & D.	June '81 9	Mt. Carbon & Ft. Carbon.	25 222,350	J. & J.	July '81 2	Cambridge.	100 308,000	J. A. O.	Apr. '71 4			
Buffalo, N. Y. and Erie.	100 950,000	J. & D.	June '81 3	Nashua and Lowell.	100 800,000	M. & N.	May '81 1	Cen. Park, N. & E. Riv.	100 1,068,400	J. & J.	Jan. '70 2			
Burl. & Mo. Riv. in Neb.	100 8,557,000	quarterly	Feb. '80 2	Nashua and Rochester.	100 1,205,800	A. & O.	Apr. '81 1	Citizens' (Phil.).	50 500,000	J. & J.	Jan. '78 10			
Camden and Atlantic.	50 377,400	quarterly	Apr. '80 2	Nashville and Decatur.	100 1,529,000	J. & D.	Dec. '79 2	Coney Island (brookl.).	50 200,000	M. & A.	Oct. '80 5			
" " " pref.	50 888,311	quarterly	Apr. '80 2	Nash. Chat. & St. Louis.	100 2,675,250	A. & O.	Oct. '81 2	Continental (Phil.).	50 120,000	J. & J.	July '81 6			
Camden & Burl.	100 381,925	J. & O.	July '81 3	Newark and Harlem.	100 8,500,000	J. & H.	Jan. '81 2	D. Doek E. B. d. & Bat.	100 1,200,000	F. M. A. N.	May '79 2			
Central of Georgia.	100 447,000	J. & D.	June '81 5	City Line.	50 1,000,000	M. & S.	annually	Eighth Avenue (N.Y.).	100 1,000,000	J. & J.	Jan. '70 6			
Central of New Jersey.	100 1,156,500	Oct. '81 20	New York & Long Br.	100 2,000,000	J. & J.	annually	Elizabeth and Newark.	100 300,000	-	-				
Central Ohio.	50 2,000,000	M. & N.	May '81 4	New York Elevated.	100 4,500,000	quarterly	42nd St. & 4. G. St. Ferry.	100 748,000	M. & N.	May '70 6				
" " " pref.	50 1,000,000	M. & N.	May '81 4	New London Northern.	100 1,418,500	J. & D.	Oct. '81 2	Frankf. & Southw. (Ph.).	50 800,000	A. & O.	Apr. '70 4			
Cayuga and Susq.	50 588,119	J. & J.	Jan. '80 4	New York & Hudson R.	100 9,423,350	quarterly	Germann (Ph.).	50 1,000,000	J. & J.	July '71 8				
Cedar Rapids & Mo. R.	100 8,850,400	F. M. A. N.	Aug. '81 14	New York and Harlem.	100 8,500,000	J. & H.	July '81 2	Girard College (Ph.).	50 500,000	J. & J.	July '71 8			
" " " pref.	100 768,000	F. & A.	Aug. '81 14	" " " pref.	100 1,800,000	J. & J.	Sept. '81 14	Grand St. and Newton.	100 170,000	J. & J.	July '71 2			
Central Pacific.	100 54,275,500	F. & A.	Aug. '81 13	City Line.	50 1,000,000	M. & S.	annually	Elizabeth and Newark.	100 300,000	-	-			
Chesneth.	100 380,000	quarterly	July '81 3	New York & Long Br.	100 2,000,000	J. & J.	annually	42nd St. & 4. G. St. Ferry.	100 748,000	M. & N.	May '70 6			
Cheshire, preferred.	100 2,155,300	J. & D.	June '81 4	New York Elevated.	100 4,500,000	quarterly	Frankf. & Southw. (Ph.).	50 800,000	A. & O.	Apr. '70 4				
Chicago, Burl. & Quincy.	100 1,258,400	quarterly	July '81 2	New York and Harlem.	100 8,500,000	J. & H.	July '81 2	Germann (Ph.).	50 1,000,000	J. & J.	July '71 8			
Chicago, Burl. & Quincy.	100 2,426,000	J. & J.	July '81 2	" " " pref.	100 1,800,000	J. & J.	Oct. '81 2	Highland.	100 600,000	J. & J.	July '81 11			
Central Pacific.	100 54,275,500	F. & A.	Aug. '81 13	City Line.	50 1,000,000	M. & S.	annually	Lomb. & South Sta. (Ph.).	25 105,000	A. & O.	Oct. '70 4			
Chemung.	100 380,000	quarterly	July '81 3	New York & Long Br.	100 2,000,000	J. & J.	annually	Lynn and Boston.	100 500,000	M. & N.	May '81 1			
Chicago and Alton.	100 2,155,300	J. & D.	June '81 4	New York Elevated.	100 4,500,000	J. & J.	annually	Malden and Melrose.	100 200,000	-	-			
" " " pref.	100 1,258,400	J. & D.	June '81 4	New York and Harlem.	100 8,500,000	J. & H.	July '81 2	Metropolitan (Boston).	50 1,500,000	J. & J.	July '81 4			
Chicago, Burl. & Quincy.	100 2,426,000	J. & J.	July '81 2	" " " pref.	100 1,800,000	J. & J.	Oct. '81 2	Middlesex (Boston).	100 550,000	M. & N.	May '81 4			
Chi., Cinc., Dub. & Minn.	100 8,151,000	A. & O.	Oct. '81 20	North Carolina.	100 4,000,000	M. & S.	Nov. '77 4	N.Y. Bay Ridge & Jan.	100 102,540	-	-			
Chicago, Iowa & Nebraska.	100 8,151,000	M. & N.	May '81 2	" " " pref.	100 96,000	M. & N.	Nov. '77 4	Ninth Avenue (N.Y.).	100 727,320	-	-			
Chi., Mil. and St. Paul.	100 15,404,261	A. & O.	Oct. '81 20	North Pennsylvania.	50 4,521,150	quarterly	Orange and Newark.	100 222,545	-	-				
" " " pref.	100 12,279,483	A. & O.	Oct. '81 20	North Penn.	50 8,842,000	quarterly	People's (Phila.).	25 206,064	-	-				
Chicago & N. Western.	100 14,985,267	J. & D.	June '81 2	Northern Central.	50 1,624,000	quarterly	Philadelphia City.	50 475,000	J. & J.	July '81 5				
Chicago, I. & Pacific.	100 50,000,000	quarterly	June '81 1	Northern N. Hampshire.	100 2,068,400	quarterly	Philadelph. & Darby.	20 170,000	J. & J.	July '77 2				
Chicago & West Mich.	100 8,151,000	F. & A.	Feb. '81 2	North Penn.	50 2,604,400	quarterly	Phila. and Grey's Ferry.	50 284,775	J. & J.	Jan. '78 2				
Cin., Ham. & Dayton.	100 3,492,037	M. & N.	Oct. '80 20	Ohio and Mississippi.	100 20,000,000	quarterly	Ridge Avenue (Ph.).	50 750,000	A. & O.	Apr. '80 14				
Cin., Sand. & Clev. pref.	100 8,151,000	A. & O.	Sept. '81 2	" " " pref.	100 4,030,000	J. & D.	Mar. '75 24	Second Avenue (N.Y.).	100 1,192,500	J. A. J. O.	Apr. '78 2			
Clev., Ool. Cin. & Ind.	100 14,991,800	F. & A.	Feb. '81 2	Ohio and Mississippi.	100 4,030,000	J. & D.	July '81 2	Second & Third St. (Ph.).	100 962,100	quarterly	Second & 10th streets (Ph.).	50 500,000	J. & J.	Jan. '78 4
Cleveland & Mahoning.	100 2,057,569	M. & N.	Nov. '79 20	Oswego and Syracuse.	100 4,435,000	quarterly	Sixth Avenue (N.Y.).	100 760,000	M. & N.	May '77 5				
Cleveland & Pittsburgh.	100 11,236,150	quarterly	Sept. '81 2	Panama.	100 7,000,000	J. & J.	Aug. '81 24	Sixth Avenue (N.Y.).	100 113,000	M. & N.	May '81 2			
Columbus and Xenia.	100 1,786,200	M. & N.	Sept. '81 2	Paterson and Hudson.	100 832,000	quarterly	South Boston.	50 11,000	J. & J.	July '81 4				
Colum. & Hocking Val.	100 2,500,000	F. & A.	Aug. '81 20	Paterson and Newark.	100 250,000	quarterly	Third Avenue (N.Y.).	100 2,000,000	F. M. A. N.	Nov. '80 4				
Concord.	100 1,500,000	M. & N.	May '81 2	Pemberton & Ramapo.	100 248,000	quarterly	13th & 16th street (Ph.).	50 1,900,000	J. & J.	July '81 4				
Concord and Porte.	100 380,000	J. & D.	June '81 24	Pennsylvania.	100 832,100	quarterly	2nd street (N.Y.).	100 600,000	J. & J.	Jan. '79 4				
Conn. & Passaic Riv.	100 2,175,700	F. & A.	Aug. '81 24	Phil., Ger. & Norristown.	50 1,262,250	quarterly	Union (Boston).	100 274,000	J. & J.	July '81 7				
Connecticut River.	100 2,100,000	J. & D.	July '81 21	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
Quem. & Passaic Riv.	100 2,121,250	quarterly	June '81 1	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
Danbury and New Haven.	100 2,121,250	J. & D.	July '81 2	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
Dayton & Michigan.	100 4,240,528	A. & O.	Oct. '80 20	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
" " " pref.	100 2,121,250	A. & O.	Oct. '80 20	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
Delaware.	100 1,230,950	J. & J.	Aug. '81 12	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
Del. & Bound Brook.	100 1,584,400	quarterly	July '81 12	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
Del., Lackaw. & Weston.	100 26,200,000	quarterly	July '81 12	Phil., Ger. & Norristown.	50 1,262,250	quarterly	West Philadelphia.	100 409,000	J. & J.	July '77 10				
Detroit, Lans. & Nor.	100 1,825,600	F. & A.	Aug. '80 24	Profile and Franconia.	100 2,000,000	annual	West Philadelphia.	100 4,000,000	F. M. A. N.	May '81 8				
" " " pref.	100 2,503,380	F. & A.	Aug. '81 24	Providence & Worcester.	100 853,000									

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AMERICAN RAILROAD JOURNAL.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are issued roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are issued roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are issued roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*...100	\$3,500,000	J. & J.	July '81 24	Little Schuykill*...100	\$1,424,100	A. & J.	July '81 24	Ware River*...100	\$750,000	J. & J.	July '81 1
Ashuelot...100	210,000	quarterly	July '81 14	Louisville & Nashville...100	16,180,000	F. & A.	Aug. '81 2	Warren (N. J.)...100	1,800,000	A. & O.	Apr. '80 2
Atch. Tov. & Santa Fe...100	10,400,000	quarterly	Aug. '81 2	Louisv., N. Alb. & Ohl...100	3,000,000	J. & D.	Dec. '78 30	Warwick Valley...100	225,000	J. & J.	July '80 2
Atlantic and West Point...100	1,282,200	J. & J.	July '81 6	Lowell and Andover...100	500,000	J. & J.	July '80 34	Westchest. & Phil. pref. 100	821,300	J. & J.	July '80 2
Atlantic and St. Law*...100	5,000,000	M. & N.	Sept. '81 8	Lowell and Lawrence...100	200,000	A. & O.	Apr. '81 2	West Jersey...100	1,559,750	P. & A.	Nov. '79 2
Augusta and Savannah...100	1,922,900	J. & D.	June '80 24	Lykens Valley...100	300,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon...100	1,455,200	J. & D.	Nov. '79 2
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '81 2	Manchester and Law...100	1,000,000	M. & N.	May '81 1	Winchester & Potomac*100	180,000	J. & J.	Jan. '81 2
Baltimore and Ohio...100	14,216,800	M. & N.	May '81 1	Marietta & Cincinnati...50	1,468,912	— & —	—	Winchester & Strasburg*100	500,000	J. & J.	July '81 2
" prof. 100	4,589,578	J. & J.	July '81 5	" 1st pref. 50	6,180,719	M. & S.	Sep. '76 35	Worcester and Nashua...75	1,788,800	J. & J.	July '81 1
Washington Br...100	1,850,000	A. & O.	Apr. '81 19	" 2d pref. 50	6,440,388	M. & S.	Sep. '76 35	Worcester and Nashua...75	1,788,800	J. & J.	July '81 1
Berkshire...100	500,000	quarterly	O.t. '81 12	Mississippi*...100	400,000	F. & A.	Aug. '81 2	HORSE-POWER E. R.			
Boston and Albany...100	20,000,000	quarterly	O.t. '81 12	Memphis & Charleston*28	5,122,725	J. & D.	Jan. '81 3	Albany City...100	110,000	— & —	
Bos. Clin. F. & N. Bd...100	1,247,800	— & —		Metropolitan Miles & L...100	4,500,000	quarterly	Apr. '81 24	Baltimore City...25	1,000,000	J. & J.	July '81 4
" " prof. 100	1,760,100	A. & O.		Michigan Central...100	18,738,204	F. & A.	Aug. '81 3	Balt. Ost. & El. Mills...100	—	J. & J.	Jan. '80 2
Agricultural Br. guar...100	60,000	J. & D.		Middlesex Central...100	2,126,000	F. & A.	Aug. '81 3	Boston & Chelsea pref. 50	121,000	A. & O.	Apr. '81 2
Bost. Conn. & Mont.*pref. 100	800,000	M. & N.		Mill Creek & Minchi*50	323,375	J. & J.	July '81 5	Broadway (Brooklyn)...100	200,000	J.A.J.O.	Apr. '78 4
Boston and Lowell...500	3,250,000	J. & J.		M. Hill & Schuyl. Haw*50	8,866,450	J. & J.	July '81 5	Broadw. & 7th Av. (N.Y.)100	2,100,000	J.A.J.O.	Apr. '78 2
Boston and Maine...100	6,921,274	M. & N.		Missouri Pacific...100	2,416,000	quarterly	July '81 17	Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apr. '79 2
Boston and Providence...4,000,000	M. & N.			Mobile & Montgomery...100	2,794,800	F. & A.	Fe. '80 2	Brooklyn City...100	2,000,000	F.M.A.N.	Aug. '70 2
Attleborough Branch...100	131,700	J. & J.		Morris and Essex*50	15,000,000	J. & J.	July '81 24	Bushwick (Brooklyn)...100	809,000	J. & J.	July '71 2
Bost. Revere B & Lynn...100	350,000	J. & J.		Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	July '81 24	Cambridge...100	908,000	J.A.J.O.	Apr. '81 4
Buffalo, N. Y. and Erie*...100	60,000	J. & D.		Nashua and Lowell...100	360,000	M. & N.	May '81 19	Cen. Park, N. & E. Riv...100	1,068,400	J. & J.	Jan. '70 2
Burl. & Mo. Riv. in N.H...100	8,587,800	quarterly	Feb. '79 2	New London and Rochester...100	1,305,800	A. & O.	Apr. '81 1	Citizens' (Phil)...100	800,000	J. & J.	Jan. '78 10
Camden and Atlantic...50	377,400	quarterly	Apr. '80 3	Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3	Citizens' (Pbg)...50	300,000	M. & N.	Nov. '77 19
" " prof. 50	828,311	quarterly	Apr. '80 3	Nash, Chat. & St. Louis...25	6,875,255	A. & O.	Oct. '81 8	Coney Island & Brooklin*100	500,000	A. & O.	Oct. '80 5
Camden & Burl. Co...100	381,925	J. & J.		Naugatuck...100	2,000,000	J. & J.	Jan. '81 5	Continental (Phila)...50	180,000	J. & J.	July '81 6
Carpe May and Millville*50	447,000	J. & D.		Nequashen Valley*50	1,000,000	M. & S.	Sept. '81 2	D. Dock, E. Bdw. & Bat...100	1,300,000	F.M.A.N.	May '79 2
Catrawissa*...50	1,182,600	Oct. '81 14		N. Castle & Beaver Val...50	1,800,000	quarterly	July '80 26	Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
" prof. ...50	2,200,000	M. & N.		N. Haven & Northamp...100	906,000	quarterly	Oct. '74 3	Elizabeth and Newark...100	200,000	— & —	
" 2d prof. ...50	1,900,000	M. & N.		New London Northern*100	1,418,000	quarterly	Oct. '80 14	42nd St. & G. St. Ferry...100	748,000	M. & N.	May '70 6
Cayuga and Susq*...50	588,110	J. & J.		New York and Harlem...100	8,500,000	J. & J.	July '81 4	Frankf. & Southw. (Ph.)...50	600,000	A. & O.	Apr. '80 4
Cedar Rapids & Mo. R...100	6,850,400	F.M.A.N.		" pref. 100	1,500,000	J. & J.	July '81 4	Germantown (Ph)...50	1,700,000	J. & J.	July '80 5
" prof 100	769,600	A. & O.		City Line...100	...annually			Girard College (Ph)...50	500,000	J. & J.	July '71 2
Central of Georgia...100	7,500,000	J. & D.		New York & Long Br.*100	2,600,000	J. & J.	Oct. '79 24	Grand St. and Newton...100	170,000	J. & J.	July '71 2
Central of New Jersey...100	18,563,200	quarterly	Apr. '79 24	New York Elevated...100	6,500,000	quarterly	Oct. '79 24	Green & Coates St. (Ph)...50	800,000	J. & J.	July '79 6
Central Ohio*...50	2,425,000	J. & J.		N.Y. Lake Erie & West...100	7,107,700	— & —	—	Heston, Mantau & Fairm...50	2,050,000	J. & J.	Jan. '76 4
" prof. ...50	400,000	J. & J.		" pref. 100	8,146,700	A. & O.	Apr. '78 4	Hightland & South Sta. (Ph.)...25	105,000	A. & O.	Oct. '79 4
Central Pacific...100	54,275,500	F. & A.		N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5	Lynn and Boston...100	300,000	M. & N.	May '81 1
Chemung*...100	880,000	quarterly	July '81 11	N. Y. Prov. & Boston...100	3,000,000	quarterly	Aug. '81 2	Malden and Melrose...100	200,000	— & —	
Cheshire, preferred...100	2,165,800	J. & J.		Ning. Bridge & Canand...100	1,000,000	J. & J.	Jul. '80 3	Metropolitan (Boston)...100	1,500,000	J. & J.	July '81 4
Chicago and Alton...100	10,065,100	M. & S.		N. Carolina*...100	4,000,000	M. & S.	Mar. '80 3	Middlesex (Boston)...100	550,000	M. & N.	May '81 24
" prof. 100	500,000	A. & O.		N. Eastern (A.C.) pref. 100	96,000	M. & N.	Nov. '77 4	N. Y. Bay Ridge & Jam...100	102,440	— & —	Oct. '78 7
Chicago, Bur. & Quincy...100	71,004,458	M. & S.		North Pennsylvania...100	4,527,150	quarterly	Aug. '81 18	Ninth Avenue (N. Y.)...100	797,220	— & —	
Chi., Cln., Dub. & Minn...500	6,158,000	A. & O.		Northern Central...50	5,842,000	J. & J.	July '81 3	Orange and Newark...100	282,565	— & —	
Chicago, Iowa & Nebraska...100	3,916,200	J. & J.		Northern N. Hamp...100	8,068,400	J. & D.	June '81 3	People's (Phila)...25	206,064	— & —	July '79 2
Chi., Mil. and St. Paul...100	15,404,261	A. & O.		Northern New Jersey...100	1,000,000	J. & J.	July '77 2	Philadelphia City...50	475,000	J. & J.	July '77 2
" prof. 100	12,270,483	A. & O.		Norwich & Worcester...100	2,904,000	J. & J.	July '81 5	Philadelphia and Darby...200,000	200,000	J. & J.	Jan. '78 3
Chicago & N. Western...100	14,988,257	J. & D.		Ogdens, L. Champ...100	3,977,000	J. & J.	July '81 24	Phil., Alleg. & Manchester...50	200,000	A. & O.	Apr. '78 2
" prof. 100	21,525,358	quarterly	Aug. '81 1	" pref. 100	2,400,000	A. & O.	Apr. '78 4	Ridge Avenue (Ph)...50	750,000	A. & O.	Apr. '80 14
Chicago, R. I. & Pacific...100	50,000,000	F. & A.		Ohio and Mississippi...100	20,000,000	quarterly	Mar. '76 24	Second & Third St. (Ph.)...50	1,192,500	J.A.J.O.	Apr. '78 2
Chicago & West Mich...100	6,151,000	F. & A.		" pref. 100	4,680,000	J. & D.	Mar. '76 24	Second & 19th Streets (Ph.)...50	962,100	quarterly	Jan. '79 3
Cin. Ham. & Dayton...100	8,000,000	A. & O.		Old Colony...100	7,133,800	J. & J.	July '81 3	Sixth Avenue (N. Y.)...100	500,000	J. & J.	July '77 5
Cin. Sand. & Clev. pref. 50	429,937	M. & N.		Oregon Railway & Nav...100	4,436,000	F. & A.	Aug. '81 2	Jomerville (Boston)...100	113,000	M. & N.	May '81 24
Clev., Col., Cln. & Ind...100	14,991,300	F. & A.		Osgood & Syracuse*100	482,400	quarterly	Aug. 30 4	Boston...50	100,000	J. & J.	July '81 4
Cleveland & Mahoning*50	2,057,569	M. & N.		Panama...100	1,000,000	A. & J.	Aug. 1 1	18th & 16th street (Ph.)...50	1,000,000	J. & J.	July '81 4
Cleveland & Pittsburgh...100	11,238,160	quarterly	Sept. '81 1	Panama and Hudson...100	632,000	J. & J.	July '81 4	22d street (N. Y.)...100	600,000	J. & J.	Jan. '79 4
Columnbus and Xenia*50	5,176,200	M. & N.J.S.D.		Paterson and Ramapo...100	245,000	J. & J.	July '81 4	Union (Boston)...100	374,300	J. & J.	July '81 4
Columnbus & Hocking Val...100	2,500,000	F. & A.		Patterson and Newark...100	260,000	J. & J.	July '81 4	Union (Phila)...50	400,000	J. & J.	July '81 4
Concord...50	1,500,000	M. & N.		Pemberton & Hightstown...50	342,150	J. & J.	July '81 4	West Philadelphia...50	400,000	J. & J.	July '77 19
Concord and Porta...100	350,000	J. & D.		Pennsylvania...100	58,570,000	M. & N.	May '81 4	CANALS.			
Conn. & Passeng Br...100	2,175,700	F. & A.		Pennsylvania Bureau...100	1,200,000	F. & A.	Feb. '81 4	Cheapeake & Delaware 50	1,923,545	J. & D.	June '15 2
Conn. & Passeng Br...100	2,100,000	J. & J.		Pennsylvania Bureau...100	2,726,375	quarterly	Aug. '81 21	Delaware Division...50	1,633,350	—	
Conn. & Passeng Br...100	2,100,000	J. & J.		Pennsylvania Bureau...100	1,259,100	quarterly	Aug. '81 24	Delaware and Hudson...100	30,000,000	—	
Del. & Bound Brook...100	1,230,950	J. & J.		Pittab., Ft. W. & Chi...100	11,572,700	J. & J.	July '81 4	Delaware and Raritan...100	5,847,400	quarterly	July '81 24
Del., Lackaw. & Weston...100	1,584,400	quarterly	Aug. '81 11	Pittab., Ft. W. & Chi...100	11,714,285	quarterly	July '81 4	Lehigh Coal & Navigat...100	10,846,550	J.S.D.M.	Sept. '76 14
Detroit, Lans. & Nor...100	1,829,500	F. & A.		Pittab., Special Imp...100	5,504,300	quarterly	July '81 11	Monongahela Navigat...50	1,003,500	J. & J.	July '81 2
" prof. 100	1,803,380	F. & A.		Portl., Sacq & Portam...100	1,000,000	J. & J.	Jan. '80 24	Morris (consolidated)...100	1,026,000	F. & A.	Feb. '78 2
Dubuque & Sioux City*100	5,000,000	F. & A.		Profile & Franconia...100	1,000,000	J. & J.	Nov. '80 8	" (preformed)...100	1,176,000	F. & A.	Feb. '75 5
East Pennsylvania*...50	5,209,200	J. & J.		Provident & Worcester...100	2,000,000	J. & J.	July '81 3	Pennsylvania...50	4,857,900	—	—
East Mahanoy*...50	392,960	J. & J.		Republ.ican Valley...100	583,000	quarterly	July '80 2	Sehuyl. Nav. (common)*50	1,908,207	annually	Au.'81 566

AMERICAN RAILROAD JOURNAL.



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1831.

VOL. LIV.
No. 43.

NEW YORK, OCTOBER 22, 1881.

RAILROADS.
MACHINERY.
MANUFACTURING.
STEAM NAVIGATION.

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MINING.
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AMERICAN RAILROAD JOURNAL.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) new leased roads.	Last Dividend standing.	Dividend Payable.	Marked thus (*) are leased roads.	Last Dividend standing.	Dividend Payable.	Marked thus (*) are leased roads.	Last Dividend standing.	Dividend Payable.
Albany and Tug*...100	12,500,000	J. & J. July '81 14	Little Schuylkill*...100	\$1,640,100	J. & J. July '81 14	War River*...100	2750,000	J. & J. July '81 14
Ashuelot*...100	210,000	quarterly July '81 14	Louisville & Nashville*...100	18,120,000	F. & A. Aug. '81 3	Warren (N. J.)...100	1,800,000	A. & O. Apr. '80 8
Aztec, Tor. & Santa Fe*100	10,400,000	quarterly Aug. '81 2	Lowell & Andover*...100	500,000	J. & D. July '80 31	Warwick Valley*...100	226,000	J. & J. July '80 8
Atlantic and West Point*100	1,222,200	J. & J. July '81 14	Lowell and Lawrence*...100	200,000	A. & O. Apr. '78 26	Westchester & Phil. pref.*100	321,300	J. & J. July '80 2
Atlantic and St. Law*...100	5,000,000	M. & S. Sept. '81 1	Lykens Valley*...100	600,000	F.M.A.N. Feb. '79 24	West Jersey*...100	1,559,750	F. & A. Nov. '79 2
Augusta and Savannah*100	1,022,000	J. & J. June '80 31	Manchester and L...100	1,000,000	M. & N. May '81 5	Wilmington & Weldon*100	1,455,200	J. & D. Nov. '79 2
Avon, Genesee & Mt. M.*100	225,000	A. & O. Jan. '81 1	Marietta & Cincinnati*...100	1,405,912	" 1st pref. 50	Winchester & Potomac*100	180,000	J. & J. Jan. '81 8
Baltimore and Ohio*...100	14,216,500	M. & N. May '81 5	" 2d pref. 40	5,130,719	M. & S. Sep. '80 28	Winchester & Strasburg*100	500,000	J. & J. July '81 8
" " pref. 100	4,599,575	J. & J. July '81 14	" 3d pref. 40	4,466,368	Sep. '80 28	Worcester and Nashua*75	1,789,900	J. & J. July '81 14
Washington Br.*...100	1,860,000	A. & O. Apr. '81 6	Massawippi*...100	400,000	F. & A. Aug. '81 3	HORSE-POWER R. R.		
Weskshire*...100	600,000	quarterly Apr. '81 14	Memphis & Charlevoix*29	6,812,725	J. & D. Jan. '80 8	Albany City*...100	110,800	- & -
Boston and Albany*...100	20,000,000	quarterly Oct. '81 2	Michigan Central*...100	6,500,000	Apr. '81 25	Baltimore City*...100	1,000,000	J. & J. July '81 4
Bos. Clin. F. & N. Bed*100	1,237,600	" 4	Metropolitan Elevated*100	18,725,204	quarterly Aug. '81 1	Balt. Cet. & El. Mills*...100	121,000	J. & J. Jan. '80 8
Agricultural Br. guar*100	60,000	J. & D. June '81 3	Michigan Central*...100	2,124,000	F. & A. Aug. '81 2	Boston & Chelsea pref.*50	323,875	J. & J. Apr. '81 8
Rest. Conn. & Mont.*pref100	800,000	M. & N. May '81 3	Mill Creek & Minn.*100	500,000	J. & J. July '81 3	Broadway (Brooklyn)*100	200,000	J. & J. Apr. '78 4
Boston and Lowell*...100	5,260,000	J. & J. July '81 2	Missouri Pacific*100	3,864,450	J. & J. July '81 24	Broadw. & 7th Av. (N.Y.)100	1,000,000	J. & J. Apr. '78 4
Boston and Maine*...100	9,921,274	M. & N. May '81 4	Mobile & Montgomery*100	1,410,000	quarterly Jul. '81 14	Brooklyn & Hunter's P*100	400,000	A. & O. Apr. '78 4
Boston and Providence*100	4,000,000	M. & N. May '81 4	Morris & Essex*...100	2,794,500	F. & A. Fe. '80 20	Brooklyn City*...100	2,000,000	F.M.A.N. Aug. '79 2
Attleborough Branch*100	181,700	J. & J. July '81 9	Mt. Carbon & Ft. Carbon*100	22,350	J. & J. July '81 24	Bushwick (Brooklyn)*100	309,000	J. & J. July '71 4
Bost. Revere B. & Lynn*100	350,000	J. & J. July '81 3	New Haven & New Haven*100	800,000	M. & N. May '81 3	Cambridge*...100	908,800	J. & J. Apr. '71 4
Buffalo, N. Y. and Erie*100	960,000	J. & D. June '81 5	Nashua and Rochester*100	1,304,500	A. & O. Apr. '81 11	Cen. Park, N. & E. Riv.100	1,068,400	J. & J. Jan. '79 10
Burl. & Mo. Riv. in Neb.*100	8,837,500	quarterly Feb. '80 2	Nashville and Decatur*100	1,529,000	J. & D. Dec. '79 23	Citizens' (Phil.)*...50	500,000	J. & J. Jan. '78 10
Camden and Atlantic*...80	377,400	Apl. '80 24	Nash., Chat. & St. Louis*100	2,675,266	A. & O. Oct. '81 3	Citizens' (Phg.)*...50	200,000	M. & N. Nov. '77 10
" " pref. 80	888,311	quarterly Apl. '80 24	Naugatuck*...100	2,000,000	J. & J. Jan. '81 6	Coney Island's rook.*'0	500,000	A. & O. Oct. '80 5
Camden & Burl. Co.*...100	381,625	J. & J. July '81 3	New York and Hudson*100	8,500,000	J. & J. July '81 4	Continental (Phila.)*...50	180,000	J. & J. July '81 6
Carpe May and Millville*50	447,000	J. & D. October '81 1	New York and Hudson*100	8,500,000	J. & J. July '81 4	D. Dock, E. Hdw. & Bat.*100	1,200,000	F.M.A.N. May '79 2
Catawissa*...100	5,159,500	2,200,000	N. Castle & Beaver P*100	1,800,000	quarterly Oct. '81 14	Elizabeth and Newark*100	1,000,000	J. & J. Jan. '79 6
" " 2d pref.*50	1,000,000	J. & J. July '81 3	N. Haven & Northampton*100	600,000	quarterly Oct. '81 14	2d St. & G. St. Ferry*100	200,000	- & -
Cayuga and Susq.*...50	889,110	M. & N. May '81 5	New London Northern*100	1,418,800	quarterly Oct. '81 14	Frankl. & Southw. Ph.)*50	600,000	A. & O. Apr. '80 4
Cedar Rapids & Mo. R.*100	6,360,400	F.M.A.N. Aug. '81 1	New York Elevated*100	6,500,000	quarterly Oct. '81 24	Germantown (Ph.)*50	176,000	J. & J. July '81 6
Central of Georgia*...100	7,500,000	J. & D. June '81 4	New York & Long Br.*100	2,000,000	annually Apl. '81 1	Grand St. and Newton*100	170,000	J. & J. July '81 2
Central of New Jersey*100	18,563,200	quarterly Apl. '81 24	New York Elevated*100	6,500,000	quarterly Apl. '81 24	Green & Coates St. (Ph.)50	600,000	J. & J. Jan. '78 4
Central Ohio*...100	4,225,000	J. & J. July '81 3	N.Y. Lake Erie & West 100	17,110,700	J. & J. July '81 4	Heston, Mantau & Fairm.*100	8,050,000	J. & J. July '81 4
Central Pacific*...100	54,275,500	F. & A. Aug. '81 1	North Penna. 100	4,245,700	pref. 00	Highland*...100	800,000	J. & J. July '81 4
Chemung*...100	380,000	quarterly July '81 3	N. Y., N. H. & Hart*100	16,500,000	J. & J. Jan. '81 5	Lomb. & South Sta. (Ph.)25	105,000	A. & O. Oct. '79 4
Chester, preferred*...100	2,155,300	M. & S. Sept. '81 4	N. Y. Provid. & Boston*100	3,000,000	quarterly Aug. '81 2	Lynn and Boston*...100	300,000	M. & N. May '81 1
Chicago and Alton*...100	10,065,400	J. & J. Sept. '81 2	Niagara Bridge & Canand*100	1,500,000	J. & J. Jul. '80 2	Malden and Melrose*...100	200,000	J. & J. July '81 4
Chicago, Burl. & Quincy*100	81,004,168	F. & A. Sept. '81 2	North Carolina*...100	4,000,000	M. & S. Mar. '80 23	Metropolitan (Boston)*100	1,500,000	M. & N. May '81 24
Chi., Cln., Dub. & Minn.*100	6,156,000	M. & S. Sept. '81 2	N. Eastern (S.C.) pref. 100	9,600,000	M. & N. Nov. '77 4	Middlesex (Boston)*100	550,000	M. & N. May '81 24
Chicago, Iowa & Nebras.*100	8,916,200	J. & J. July '81 4	North Penna. 100	4,527,150	quarterly Aug. '81 19	N. Y., Bay Ridge & Jan*100	102,540	- & -
Chi., Mil. and St. Paul.*100	15,404,261	A. & O. Oct. '81 8	Northern Central*100	5,642,000	I. & J. July '81 8	North Avenue (N. Y.)*100	197,820	- & -
" " pref. 100	12,793,480	J. & J. Oct. '81 8	Northern N. Hampshire*100	2,000,000	J. & D. July '81 8	Orange and Newark*100	232,555	- & -
Chicago & N. Western*100	14,988,267	J. & D. June '81 11	Northern New Jersey*100	1,900,000	J. & J. July '77 2	People's (Phila.)*...25	206,054	- & -
" 1st pref. 50	21,225,363	quarterly June '81 11	Norwich & Worcester*100	2,304,000	J. & J. July '81 5	Philadelphia City*...100	475,000	J. & J. July '81 2
" 2d pref. 50	24,425,000	quarterly June '81 11	Odeon & L. Champf.*100	8,071,000	J. & J. July '81 2	Philadelphia and Derby*20	200,000	J. & J. July '81 2
Chicago, E. I. & Pacific*100	0,000,000	F. & A. Aug. '81 1	Ohio and Mississipi*100	2,000,000	pref. 00	Philadelphia City*...100	284,775	J. & J. July '81 2
Chicago & West Mich.*100	8,510,000	F. & A. Feb. '81 2	Old Colony*...100	2,000,000	quarterly Apl. '81 24	Pdg. Alleg. & Manchester*50	200,000	J. & J. July '81 2
Cin., Ham. & Dayton*100	3,000,000	A. & O. Oct. '80 2	Otowego and Syracuse*100	4,624,400	J. & D. Mar. '75 24	Ridge Avenue (N.Y.)*100	750,000	A. & O. Apr. '80 14
Cin., Sand. & Cleve. pref. 50	4,293,071	M. & N. May '81 3	Panama*...100	7,000,000	Aug. 1, 1981	Second Avenue (N.Y.)*100	1,195,500	J. & J. Apr. '81 2
Clev., Olo. Cln. & Ind.*100	14,991,500	F. & A. Nov. '75 2	Pateron and Hudson*100	62,000	Aug. 1, 1981	Second & Third St. (Ph.)100	962,100	quarterly Jan. '79 8
Cleveland & Mahoning*50	2,057,568	M. & N. Sept. '81 2	Pateron and Newar.*100	2,000,000	Aug. 1, 1981	16th & 18th street (Ph.)100	500,000	J. & J. Jan. '79 8
Cleveland & Pittsburgh*50	11,236,150	quarterly Sept. '81 11	Pateron and Newar.*100	62,000	Aug. 1, 1981	Sixth Avenue (N.Y.)*100	750,000	M. & N. Nov. '77 5
Columbus and Xenia*50	1,786,200	M.J.S.D. Sept. '81 2	Pateron and Ramps*100	234,000	J. & J. July '81 1	Jamerville (Boston)*100	118,000	M. & N. May '81 2
Colum. & Hocking Val*100	2,500,000	F. & A. Aug. '81 20	Pateron and Ramps*100	243,000	J. & J. July '81 1	South Boston*...100	0,000	J. & J. July '81 2
Concord*...100	1,500,000	M. & N. May '81 2	Pember & Highstown*100	542,150	J. & J. July '81 3	Third Avenue (N.Y.)*100	2,000,000	F.M.A.N. Nov. '80 4
Concord and Porte*...100	350,000	J. & D. June '81 24	Pennsylvania*100	8,370,200	J. & J. May '81 4	18th & 16th street (Ph.)100	1,000,000	J. & J. July '81 4
Conn. & Passumpsic Riv.*100	2,175,700	F. & A. Aug. '81 3	Pearl River & Bureau*100	1,300,000	F. & A. Feb. '81 24	2nd street (N.Y.)*100	800,000	J. & J. Jan. '79 4
Conn. & Passumpsic Riv.*100	2,100,000	J. & J. July '81 3	Penn. & Burea*100	4,004,300	J. & J. May '81 4	Union (Boston)*100	374,300	J. & J. July '81 4
Cumberland Valley*...100	1,922,920	J. & J. Jan. '81 24	Penn. & Norristown*100	2,429,000	J. & J. May '81 4	Union (Phila.)*100	400,000	J. & J. July '81 7
" 1st pref. 50	241,900	A. & O. Oct. '80 4	Phil., Ger. & Norristown*100	1,626,260	J. & J. Sept. '81 3	West Philadelphia*100	400,000	J. & J. July '77 10
" 2d pref. 50	248,000	A. & O. Oct. '80 4	Philedelphia & Readins*100	32,726,575	quarterly Sept. '81 3	CANALS.		
Danbury and New Haven*100	600,000	quarterly June '81 11	Phile. and Trenton*100	1,269,100	quarterly July '81 24	Chesapeake & Delaware*100	1,983,668	J. & D. June '75 2
Dayton & Michigan*50	2,410,528	A. & O. Oct. '80 13	Phile., Wl. & Balt.*100	11,572,700	quarterly July '81 24	Delaware Division*100	1,633,360	Aug. '81 21
" " pref. 50	1,211,260	quarterly July '81 2	Phila. Wl. & Balt.*100	19,714,285	quarterly July '81 24	Delaware and Hudson*100	5,847,400	quarterly July '81 24
Delaware*...2	1,230,950	J. & J. July '81 3	Pittab., Ft. W. & Chi.*100	5,541,300	quarterly July '81 24	Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M. Sept. '76 1
Del. & Bound Brook*100	1,584,400	quarterly Aug. '81 1	Special Imp. 100	5,541,300	quarterly July '81 24	Monongahela Navigat. 50	1,003,500	J. & J. July '81 2
Del. & Lackaw. & West*100	25,200,000	quarterly July '81 1	Pittsfield & N. Adams*100	160,000	J. & J. July '81 24	Morris (consolidated)*100	1,026,000	F. & A. Feb. '78 2
Detroit, Land & Nor.*100	1,825,600	F. & A. Aug. '81 24	Portl., Sacq. & Portsm.100	1,500,000	J. & J. July '81 24	" (preferred)*100	1,175,000	F. & A. Feb. '78 5
" " pref. 100	2,503,383	F. & A. Oct. '81 24	Profile and Franconia*100	1,000,000	J. & J. July '81 24	Pennsylvania*100	4,327,950	- & -
Dubuque & Sioux City*100	5,000,000	A. & O. Oct. '81 2	Providence & Worcester*100	2,000,000	annually July '81 24	Sohuy. Nav. (common)*50	1,908,207	annually An. '81 5c.
East Pennsylvania*...50	1,309,200	J. & J. July '81 2	Republcan Valley*...100	583,000	quarterly July '81 24	" (presd.)*50	2,888,977	annually Aug. '81 5c.
East Mahanoy*...50	392,950	J. & J. July '81 2	Rhode Island & Mass.*100	175,075	J. & J. Jan. '81 4			
East Tenn., Va. & Ga.*100	5,000,000	A. & O. Apr. '81 1	Richmond & Petersb.*100	1,008,500	J. & J. Jan. '81 4	Adams Express*...100	12,000,000	quarterly May '81 2
Eastern (Mass.)*...100	4,907,300	J. & J. July '81 2	Roch. & Genesee Val.*100	656,300	J. & J. Jan. '81 4			

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RAILROADS.
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MANUFACTURING.
STEAM NAVIGATION.

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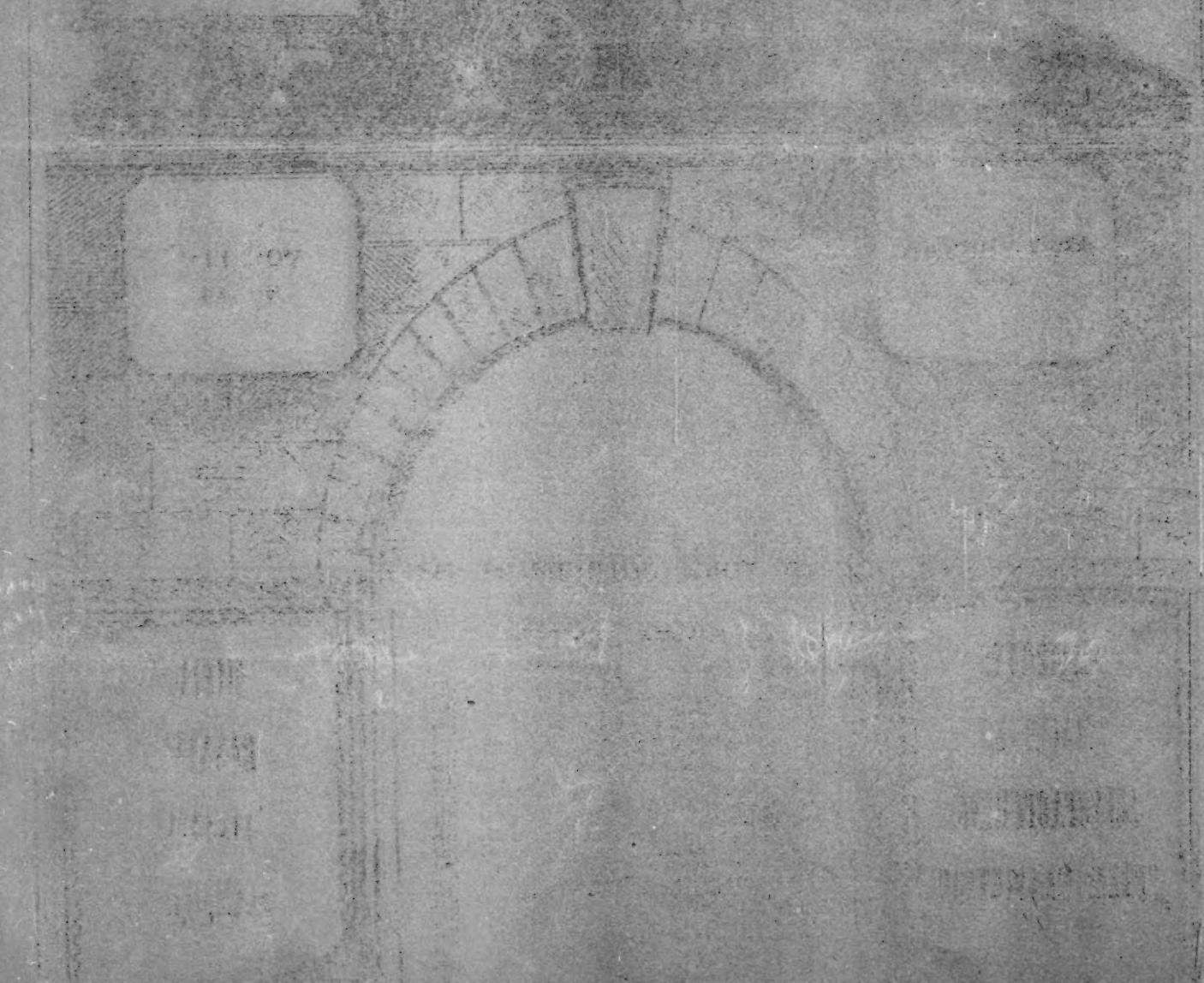
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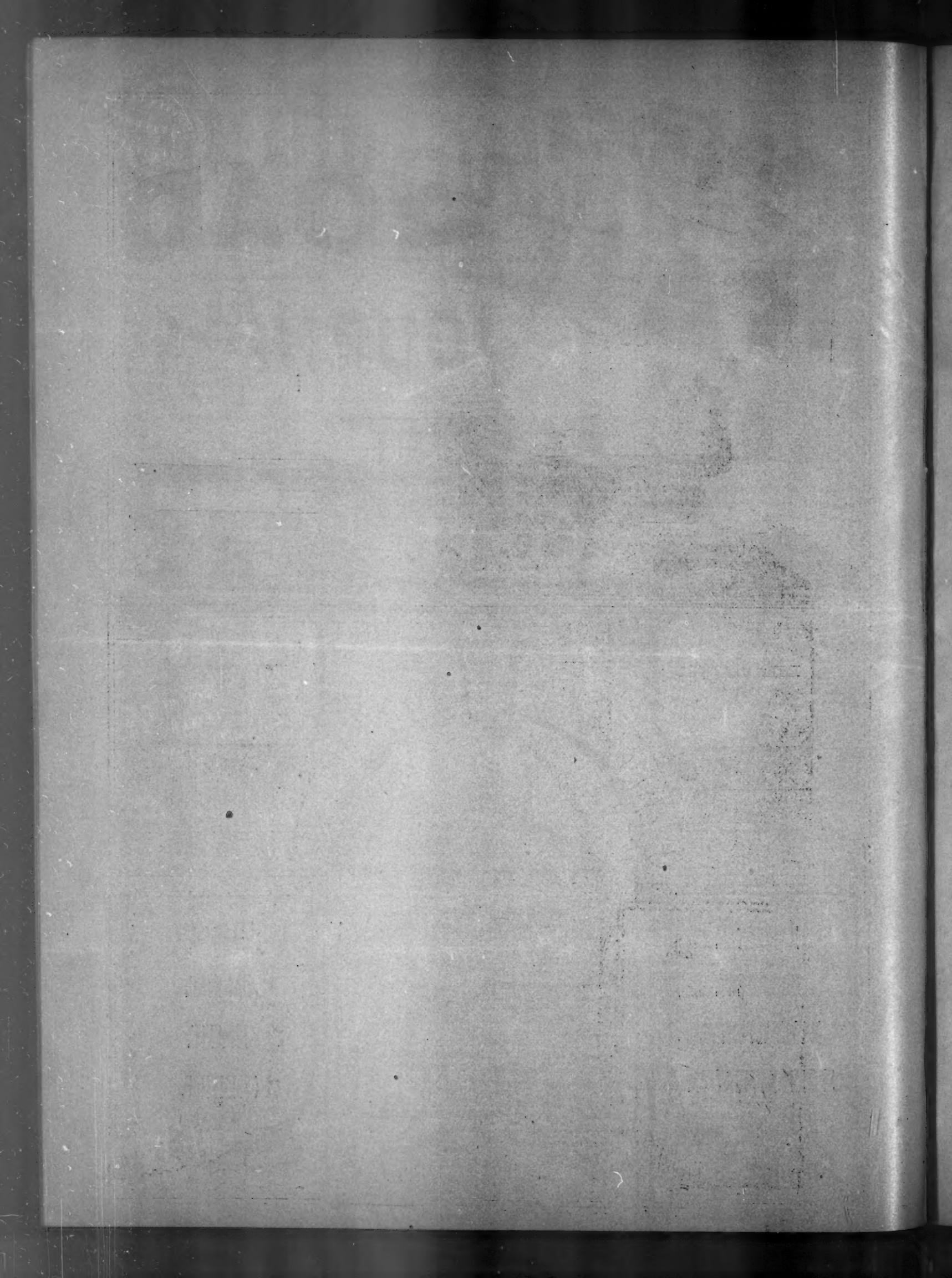
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TELES^ECOPING.

VALENTINE
RUSHES

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AMERICAN RAILROAD JOURNAL.

RAILROAD EARNINGS—MONTHLY



"A SPECIAL TRAIN"

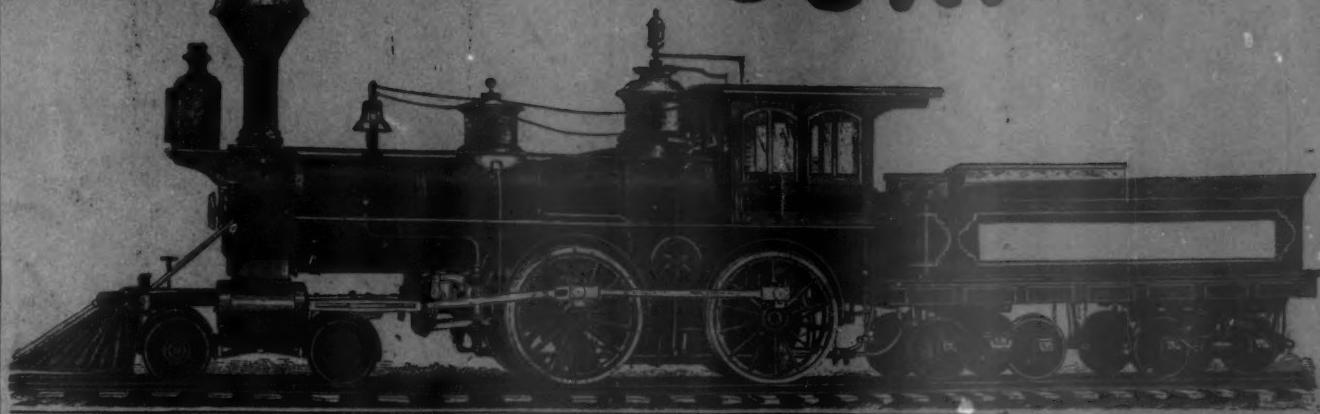
AMERICAN RAILROAD JOURNAL.

RAILROAD EARNINGS—MONTHLY.

Burl., C. Rapids & Nor.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860.....	184,316	165,170	188,326	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,230	193,068	2,053,113
1881.....	167,750	124,510	148,551	184,050	165,630	205,912	174,351	209,118	221,802	.....	.....	.....	.....
Central Pacific:													
1879.....	1,069,106	1,056,691	1,280,272	1,406,600	1,579,591	1,443,066	1,453,833	1,566,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,366,716	1,778,488	1,724,950	1,940,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,603,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,969,000	2,059,000	2,293,000	.....	.....	.....	.....
Chicago and Alton:													
1879.....	343,737	307,581	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,664	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	843,793	7,887,226
1881.....	487,890	461,641	511,415	548,675	528,860	616,935	671,466	771,466	768,897	.....	.....	.....	.....
Chicago and Northwestern:													
1879.....	1,006,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,896	16,096,373
1880.....	1,154,632	1,131,683	1,351,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	2,020,200	2,031,000	1,820,600	1,490,323	19,423,684
1881.....	1,222,250	957,300	1,162,369	1,454,361	1,863,676	2,231,900	1,928,059	2,261,207	2,217,711	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879.....	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,988	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,238	1,180,853	1,483,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,396,812	17,311,990
Chicago, Mil. & St. Paul:													
1860.....	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,677	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	991,000	683,000	917,000	1,260,000	1,638,000	1,731,000	1,587,010	1,678,000	1,645,000	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1860.....	105,405	92,044	134,134	259,208	232,146	218,093	236,998	251,013	300,833	.....	.....	.....	.....
1881.....	198,565	101,965	166,399	253,677	309,794	404,241	364,680	367,397	356,182	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1860.....	155,697	172,541	198,220	168,199	196,995	200,332	204,138	233,478	.....	.....	.....	.....	.....
1881.....	171,466	160,981	185,004	175,484	188,794	168,286	178,861	239,858	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1860.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	497,824	426,927	368,714	348,092	4,440,514
1881.....	299,903	271,176	344,602	347,098	338,423	398,914	380,134	417,109	410,965	.....	.....	.....	.....
Denver and Rio Grande:													
1860.....	124,093	138,291	168,961	164,882	191,695	295,455	372,190	396,472	400,991	.....	.....	.....	.....
1881.....	307,476	317,681	398,493	433,312	514,767	584,230	548,281	606,193	620,643	.....	.....	.....	.....
Hannibal & St. Joseph:													
1860.....	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	233,448	240,359	204,116	257,241	2,537,964
1881.....	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,309	202,567	.....	.....	.....	.....
Houston and Texas Central:													
1860.....	319,041	429,903	237,745	247,807	188,120	195,329	227,670	289,360	.....	.....	.....	.....	.....
1881.....	359,706	434,475	326,209	267,052	222,399	227,393	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1860.....	595,212	613,806	613,008	535,732	665,120	681,726	724,095	732,755	806,838	880,211	783,120	673,181	8,304,812
1881.....	600,472	492,851	536,395	632,063	636,570	761,354	717,094	832,386	813,610	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1860.....	80,498	89,960	84,225	90,375	85,733	106,963	103,438	116,732	183,281	.....	.....	.....	.....
1881.....	90,283	83,261	77,713	103,555	102,630	96,586	83,764	117,956	195,307	.....	.....	.....	.....
Louisville and Nashville:													
1860.....	674,455	575,035	612,593	563,833	655,014	976,299	772,537	827,068	931,910	1,000,326	953,086	949,184	9,491,345
1881.....	916,960	805,124	947,959	550,562	828,725	1,227,885	880,000	884,400	848,300	.....	.....	.....	.....
Mobile and Ohio:													
1860.....	250,116	204,094	168,301	140,091	129,249	117,372	130,740	140,593	184,246	.....	.....	.....	.....
1881.....	218,243	211,353	226,358	164,027	145,416	133,693	131,009	159,348	209,044	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1860.....	205,633	191,154	169,457	155,486	158,839	144,130	151,594	169,326	167,473	.....	.....	.....	.....
1881.....	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	.....	.....	.....	.....
New York and New England:													
1860.....	164,333	149,907	183,845	179,689	183,701	219,891	210,257	249,985	230,709	.....	.....	.....	.....
1881.....	189,749	173,644	212,019	212,869	216,371	231,518	246,521	267,515	250,494	.....	.....	.....	.....
New York Central and Hudson River:													
1879.....	2,024,812	2,210,304	2,474,592	2,914,626	2,211,010	2,022,923	2,194,423	2,546,028	2,922,396	2,898,586	2,901,835	2,846,916	29,367,451
1880.....	2,593,613	2,317,231	2,884,835	2,782,324	2,540,997	2,653,477	2,873,316	3,023,554	3,000,627	3,096,198	3,047,541	2,833,403	33,616,416
1881.....	2,404,713	2,293,463	2,663,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,944	16,509,121
1880.....	1,296,381	1,262,218	1,844,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881.....	1,443,437	1,425,766	1,947,261	1,709,057	1,776,591	1,794,982	1,787,081	.....	.....	.....	.....	.....	.....
Northwestern Central:													
1860.....	334,494	330,860	415,325	386,136	329,788	419,193	450,208	453,923	464,093	512,917	459,054	494,310	5,050,367
1881.....	386,157	352,657	452,906	487,173	465,588	487,287	440,811	498,003	.....	.....	.....	.....	.....
Northern Pacific:													
1860.....	81,212	77,259	119,357	186,075	217,613	253,105	241,277	290,500	330,500	.....	.....	.....	.....
1881.....	109,806	79,976	143,935	214,755	299,580	368,276	404,180	411,634	490,098	.....	.....	.....	.....
Philadelphia and Erie:													
1860.....	224,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	.....	.....	.....	.....	.....
1881.....	224,303	225,501	285,573	293,323	343,442	360,588	291,660	303,849	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879.....	900,482	825,154	869,569	969,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,974	1,415,834	1,877,073	1,563,794</td			



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RAILROADS,
MACHINERY,
MANUFACTURING,
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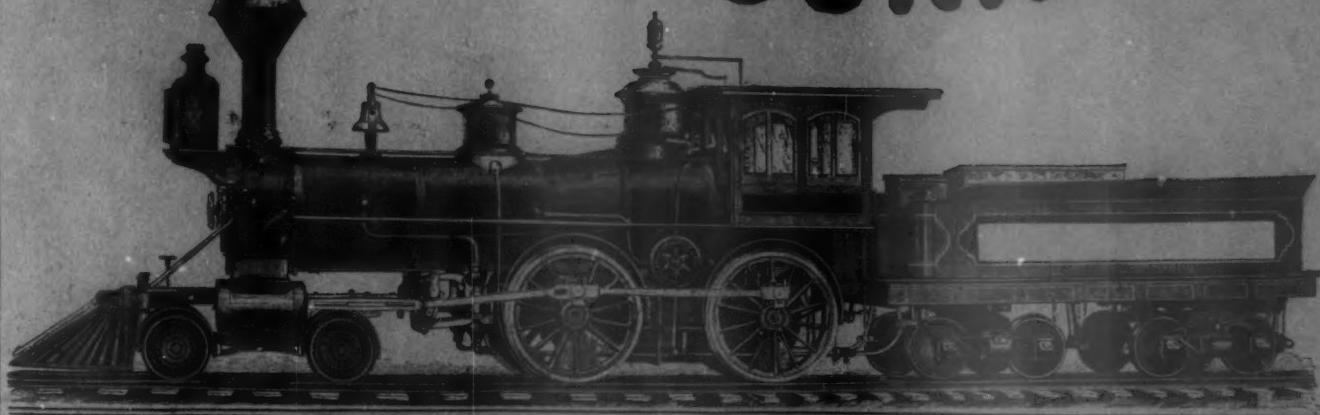
NEW YORK, NOVEMBER 17, 1881.

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NEW YORK, DECEMBER 3, 1881.

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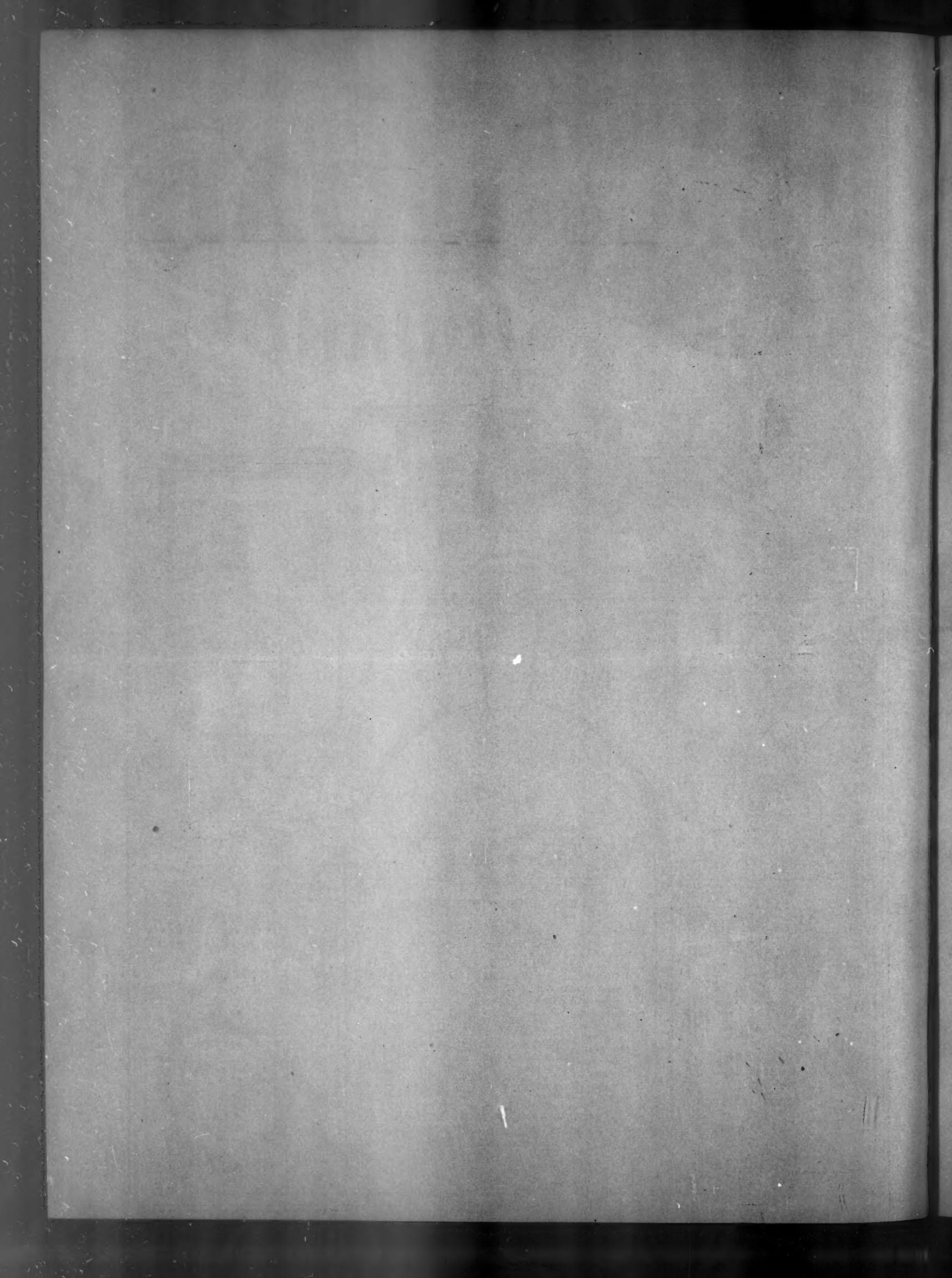
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NEW YORK, DECEMBER 10, 1881.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	
Albany and Susq*...100	3,600,000	semi-an	Jan. '82 2	Little Rock & Ft. S.100	4,096,125	—	July '81 10s	Ware River*...100	750,000	semi-an	July '81 3½	
Ashuelot*...100	210,000	quarterly	Oct. '81 3½	Little Schuylkill*...100	2,646,100	semi-an	July '81 3½	Warren (N. J.)...100	1,800,000	semi-an	July '81 3	
Atch., Top. and S. Fe100	31,500,000	quarterly	Dec. '81 1½	Louisville & Nashv...100	18,130,913	semi-an	Aug. '81 3	Warwick Valley...100	100	340,000	semi-an	July '80 3
Atlanta and W. Point100	1,232,200	semi-an	July '81 4	Lowell & Andover...100	500,000	semi-an	July '81 2½	Westchester & Phil. pref100	321,300	semi-an	July '80 2	
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3	Lykens Valley*...100	600,000	quarterly	Oct. '81 2½	West Jersey*...100	1,359,750	semi-an	Oct. '81 4	
Augusta and Savan*100	1,022,900	semi-an	June '81 3½	Manchester & Lsw...100	1,000,000	semi-an	Nov. '81 5	Wilmington & Weld'n.100	1,456,200	semi-an	Dec. '81 3	
Avon, Genesee & Mt'100	225,000	semi-an	July '81 3	Manhattan*...100	18,000,000	semi-an	—	Wil., Col., & Aug...100	960,000	semi-an	Dec. '81 3	
Baltimore and Ohio.100	14,792,566	semi-an	Nov. '81 5	Marietta & Cincinnati50	1,326,350	—	—	Winchester & Potow...100	180,000	semi-an	July '81 3	
" " pref.100	5,000,000	semi-an	Jan. '82 3	" 2d pref 50	8,105,600	semi-an	Sep. '82 3½	Winchester & Strasb...100	74,700	semi-an	July '81 3	
Washington Br...100	1,650,000	semi-an	Oct. '81 5	" 1st pref 50	4,440,100	semi-an	Sep. '82 3	Worcester & Nashua.75	1,789,800	semi-an	July '81 1½	
Berkshire*...100	600,000	quarterly	Apr. '81 1½	Massawippi*...100	400,000	semi-an	Aug. '81 3	HORSE-POWER R. R.				
Boston and Albany.100	20,000,000	quarterly	Dec. '81 1	Memphis & Charlest'n*25	5,312,725	semi-an	Jan. '82 3	Albany City...100	200,000	annual	.... '80 5½
Bos. & N.Y. AirLine pf.100	2,795,227	quarterly	—	Michigan Central...100	18,738,204	quarterly	Aug. '81 3	Baltimore City...25	1,000,000	semi-an	July '81 4	
Bos., Clin., F. & N. Bed.100	1,297,600	—	—	Middlesex Central...100	280,000	semi-an	Aug. '81 3	Balt., Cat. & El. Mills...100	—	semi-an	Jan. '80 3	
" " pref.100	1,750,100	—	—	Mill Creek & Minehill*50	323,375	semi-an	July '81 5	Bleeker St. & Ful. F'y.100	900,000	semi-an	July '81 3	
Bos., Conc. & Mont."pf100	800,000	semi-an	Nov. '81 3	M. Hill & Schuyl.Hav*50	4,022,500	semi-an	July '81 3½	Boston & Chelsea pref.50	110,000	semi-an	Apr. '81 3	
Boston and Lowell...500	3,940,000	semi-an	July '81 3	Missouri Pacific...100	26,169,800	quarterly	Oct. '81 1½	Broadway (Brooklyn)100	250,000	quarterly	Oct. '81 3	
Boston and Maine...100	6,921,274	semi-an	Nov. '81 4	Mont. & Wells River100	800,000	annual	Feb. '80 2	B'way 7th Ave. (N. Y.)100	2,100,000	quarterly	Oct. '81 2	
Boston & Providence100	4,000,000	semi-an	Nov. '81 4	Morris and Essex...50	15,000,000	semi-an	July '81 3½	B'klyn & Hunter's Pt.100	400,000	semi-an	Apr. '79 3	
Attleborough Br...100	131,700	semi-an	July '81 3½	Mt Carbon & PtCarbon 50	282,350	semi-an	July '81 6	Brooklyn City...100	2,000,000	quarterly	Aug. '81 3½	
Bos., Revere B & Lynn100	419,400	semi-an	July '81 3	Nashua and Lowell...100	800,000	semi-an	Nov. '81 4	Bushwick (Brooklyn)100	309,000	semi-an	July '81 2½	
Buffalo, N. Y. & Erie*100	950,000	semi-an	Dec. '81 3	Nashua & Rochester100	1,305,800	semi-an	Oct. '81 1½	Cambridge...100	908,000	quarterly	Apr. '81 4	
Camden & Atlantic...50	377,400	quarterly	Apr. '80 3	Nashv., Chat. & St.Louis 25	1,827,000	semi-an	June '81 3	Cen. Park, N. & E. Riv.100	1,800,000	quarterly	Oct. '81 2	
Camden & Burlington Co...100	381,925	semi-an	July '81 3	Nauvoo...100	6,670,325	semi-an	Oct. '81 3	Christoph'r & Tenth St100	650,000	semi-an	Aug. '81 2½	
Canada Southern...100	15,000,000	—	Feb. '81 2½	Nequashenong Val*50	2,000,000	semi-an	July '81 5	Citizens' (Phil)...50	192,500	quarterly	Oct. '81 2½	
Cape May & Millville*50	447,000	semi-an	June '81 3	N. Castle & Beaver Val*50	1,360,000	semi-an	Sep. '81 3	Citizens' (Pbg)...50	200,000	annual	.... '80 14½
Catawissa*...50	1,159,500	annual	Oct. '81 1½	" 2d pref 50	600,000	quarterly	Oct. '81 1	Coney Island & Bklyn100	500,000	semi-an	Oct. '80 5	
" " pref.50	2,200,000	semi-an	Nov. '81 3	N. Haven & Northhampt...100	2,460,000	quarterly	Oct. '81 2	Continental (Phil)...50	580,000	semi-an	Jan. '82 6	
" " new pref.50	1,000,000	semi-an	Nov. '81 3	New London North*100	1,500,000	quarterly	Oct. '81 1½	D. Dock, E. B'way & Batt100	1,200,000	quarterly	Nov. '81 4	
Cayuga and Susq.*...50	589,110	semi-an	July '81 4½	N. Y. Cen. & Hud.100	89,428,800	quarterly	Jan. '82 2	Eighth A. (N. Y.)...100	1,000,000	semi-an	Oct. '81 3	
Cedar Rapids & Mo.R*100	6,850,400	quarterly	Sep. '81 1½	" 2d pref 50	1,500,000	semi-an	Jan. '82 4	42d St. & G. St. Ferry100	748,000	semi-an	Oct. '81 6	
" " pref.100	769,600	semi-an	Sep. '81 3	N. Y. and Harlem...100	7,950,000	semi-an	Aug. '82 4	Frankf. & Southw (Ph)50	600,000	quarterly	Oct. '81 6	
Central of Georgia...100	7,500,000	semi-an	June '81 4	" 2d pref 50	1,500,000	semi-an	Jan. '82 4	Germannont. (Ph)...50	572,850	quarterly	Oct. '81 2	
Central of New Jersey100	18,563,200	quarterly	Apr. '76 2½	" 2d pref 50	1,000,000	semi-an	Apr. '81 3	Girard College (Ph)...50	500,000	semi-an	July '71 3	
Central Ohio*...50	2,437,960	semi-an	July '81 3	N. Y. Lake Erie & West100	77,083,800	—	—	Grand St. & Newton100	170,000	semi-an	July '81 2½	
" " pref.50	411,550	semi-an	July '81 3	" 2d pref 50	8,156,725	—	Jan. '82 6	Green & Coates St. (Ph)50	150,000	quarterly	July '81 4	
Central Pacific...100	59,275,500	semi-an	Aug. '81 3	N. Y. Prov. & Boston100	3,000,000	quarterly	Nov. '81 2	Heston, Mantauk & F'm 50	239,381	semi-an	Jan. '75 4	
Chemung*...100	380,000	quarterly	July '81 1½	" 2d pref 50	1,000,000	semi-an	July '81 3	Hightland...100	626,000	semi-an	July '81 4	
Cheeshire preferred...100	2,155,300	semi-an	Sept. '81 1½	North Carolina*...100	3,000,000	semi-an	Sep. '81 3	Lomb. & South Sts (Ph)25	195,000	semi-an	Oct. '79 4	
Chicago and Alton...100	11,181,741	semi-an	Sep. '81 4	" 2d pref 50	1,000,000	semi-an	Sept. '81 3	Lynn and Boston...100	200,000	semi-an	Nov. '81 4	
" " pref.100	2,426,400	semi-an	Sep. '81 4	N. Eastern (S.C.) pref100	86,000	semi-an	May '81 4	Malden and Melrose100	165,500	—	—	
Chi., R. I. & Pacific...100	21,525,353	quarterly	Dec. '81 1½	" 2d pref 50	4,257,150	quarterly	Nov. '81 1½	Metropolitan (Bost)...50	1,500,000	semi-an	July '81 4	
Chi., R. I. & Pacific...100	41,060,000	quarterly	Sep. '81 3	" 2d pref 50	5,842,000	semi-an	July '81 3	Middlesex (Boston)...100	550,000	semi-an	Nov. '81 3½	
Chi. and West Mich.100	6,151,000	semi-an	Feb. '81 2½	" 2d pref 50	3,033,800	semi-an	July '81 3	N. Y. Bay Ridge & Jam100	150,000	—	Oct. '78 7	
C. Ind., St. L. & Chi.100	429,037	semi-an	Oct. '81 1½	Oregon R'way & Nav.100	6,000,000	quarterly	Nov. '81 3	Ninth Av. (N. Y.)...100	79,320	—	—	
Cin., Sand. & Clev. pf.50	3,759,200	semi-an	Nov. '81 3½	Oswego & Syracuse100	1,320,400	semi-an	Aug. '81 4	Orange & Newark...100	282,555	—	—	
Clev. and Mahoning*50	11,244,336	quarterly	Dec. '81 1½	Paterson & Hudson*100	6,700,000	semi-an	May '81 4	People's (Phila)...25	124,744	—	July '79 2	
Columb. & Xenia*50	1,786,200	quarterly	Sep. '81 2	Paterson & Ramapo100	630,000	semi-an	July '81 4	Philadelphia City...50	475,000	semi-an	July '81 5	
Colum. & HockingVal100	2,500,200	semi-an	Aug. '81 20	Pemb. & Hightst'n*50	248,000	semi-an	July '81 4½	Phila. & Darby...20	200,000	semi-an	July '81 3½	
Concord.....50	1,500,000	semi-an	Nov. '81 5	Pemb. & Hightst'n*50	342,150	semi-an	July '81 3	Phila. & Grey's Ferry...50	308,000	semi-an	July '81 6	
Concord and Ports*100	250,000	semi-an	June '81 3½	Pennsylvani...50	77,470,200	semi-an	Nov. '81 4	Ridge Avenue (Ph)...50	420,000	semi-an	Oct. '81 11	
Conn. & Passum.Riv100	2,244,400	semi-an	Aug. '81 3	Pennsylvani...50	20,000,000	semi-an	June '81 2	Second Avenue (N. Y.)100	1,199,500	semi-an	July '81 2½	
Connecticut River...100	3,100,000	semi-an	Jan. '82 3	Pearlinsburg & Saratog*100	7,000,000	semi-an	July '81 5	Second & Third St. (Ph)50	771,076	quarterly	July '81 4	
Cumberland Valley...50	1,292,950	quarterly	Oct. '81 2½	Peterson & Hudson*100	6,790,000	semi-an	Aug. '81 4	17th & 19th Sts (Ph)100	250,000	semi-an	July '81 3	
" 1st pref 50	341,900	semi-an	Oct. '81 4	Petersburg100	6,000,000	semi-an	Aug. '81 4	Sixth Avenue (N. Y.)100	750,000	semi-an	Oct. '81 5	
" 2d pref.50	243,000	semi-an	Oct. '81 4	Petersburg100	7,013,700	semi-an	Jan. '82 4	Somerville (Boston)100	113,000	semi-an	Nov. '81 3	
Danbury & Norwalk.50	600,000	quarterly	June '81 1½	Petersburg100	8,400,000	semi-an	Jan. '82 3	South Boston...50	600,000	semi-an	July '81 4	
Dayton and Mich.*50	2,402,573	semi-an	Oct. '81 1½	Petersburg100	9,291,000	semi-an	Aug. '81 4	Third Avenue, N. Y.100	2,000,000	quarterly	Nov. '81 5	
" " pref.50	311,260	quarterly	Oct. '81 2	Petersburg100	10,200,000	semi-an	June '81 2	18th and 16th sts. Ph 50	334,539	quarterly	July '81 6	
Delaware*....26	1,468,994	semi-an	July '81 3	Petersburg100	11,200,000	semi-an	Aug. '81 4	23d street, N. Y.100	600,000	semi-an	Aug. '81 4	
Del. & Bound Brook100	1,652,000	quarterly	Nov. '81 1½	Petersburg100	12,200,000	semi-an	Sept. '81 3	Union, Boston...100	374,300	semi-an	Aug. '81 4	
Del. & Lack. & Western50	26,200,000	quarterly	Oct. '81 1½	Petersburg100	13,200,000	semi-an	Oct. '81 3	Union, Phila...50	1,005,000	semi-an	Jan. '82 6	
Den., South P. & Pac.100	3,500,000	semi-an	Aug. '80 2½	Petersburg100	14,200,000	semi-an	Nov. '81 2	West Philadelphia...50	750,000	semi-an	July '77 10	
Detroit, Lans. & Nor.100	1,825,600	semi-an	July '81 2	Phill. and Reading...50	1,551,800	quarterly	July '81 3½	CANALS.				
" " pref.100	2,503,380	semi-an	Aug. '81 3½	Phill. and Trenton...100	1,259,100	quarterly	Oct. '81 2½	Chesapeake and Dela.50	2,078,038	semi-an	June '76 2	
Dubuque & Sioux C'y*100	1,709,550	semi-an	Jan. '82 3	Phill. Wil. & Balt.100	1,585,750	semi-an	July '81 4	Delaware Division...50	1,633,350	semi-an	Aug. '81 1	
East Pennsylvania*...50	3,709,250	semi-an	Jan. '82 3	Pittsbt., Ft. W. & Chi.*100	19,714,285	quarterly	Oct. '81 1½	Delaware and Hudson100	20,000,000	quarterly	Dec. '81 1½	
East Mahony*...50	3,997,600	semi-an	July '81 3	" 2d pref 100	6,770,900	quarterly	Oct. '81 1½	Lehigh Coal and Nav.100	5,847,400	quarterly	Dec. '81 2	
Eastern (Mass.)...100	492,500	semi-an	June '81 2½	" 2d pref 100	10,000,000	semi-an	Jan. '82 3	Monongahela Nav.50	1,004,500	semi-an	July '81 2	
Eastern (N. H.)...100	3,000,000	quarterly	Sep. '81 90c	" 2d pref 100	12,000,000	semi-an	Feb. '81 2	Morris, consolidated100	1,020,000	semi-an	Feb. '81 5	
Eel River.....100	3,000,000	quarterly	Sept. '81 90c	" 2d pref 100	13,000,000	semi-an	Mar. '82 3	Preferred...100	1,175,000</			

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MACHINERY.

MANUFACTURING.

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AMERICAN RAILROAD JOURNAL.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*. 100	3,200,000	semi-an	Jan. '81 2	Little Miami..... 100	4,687,300	q'arterly	Dec. '81 2	Ware River*..... 100	750,000	semi-an	July '81 2
Ashuelot..... 100	116,000	q'arterly	Oct. '81 2	Little Rock & Ft. E. 100	4,006,135	.....	July '81 10	Warren (N. J.)..... 100	1,800,000	semi-an	Apr. '81 2
Atch., Tosc. and St. Fel' 100	61,000	q'arterly	Dec. '81 1	Little Schuylkill*..... 100	3,046,100	semi-an	July '81 3	Warwick Valley..... 100	340,000	semi-an	July '80 3
Atlanta and W. Point 100	1,282,200	semi-an	July '81 4	Louisville & Nashv. 100	16,120,918	semi-an	Aug. '81 3	Wechselst&Phil. pref 100	821,300	semi-an	July '80 2
Atlantic and St. Law* 100	5,840,000	semi-an	Sep. '81 2	Lowell & Andover*..... 100	600,000	semi-an	Jan. '82 3	West Jersey..... 100	1,359,750	semi-an	Oct. '81 4
Augusta and Savan* 100	1,022,900	semi-an	June '81 2	Lykens Valley..... 100	600,000	q'arterly	Oct. '81 2	Wilmington & Weld'm. 100	1,456,300	semi-an	Dec. '81 1
Avon, Genesee & Mt'M* 100	225,000	semi-an	July '81 2	Manchester & Law*..... 100	1,000,000	semi-an	Nov. '81 6	Wil. Col. & Aug. 100	960,000	semi-an	Dec. '81 3
Baltimore and Ohio. 100	16,792,566	semi-an	Nov. '81 5	Manhattan..... 100	10,000,000	.....	.....	Winchester & Potow.* 100	180,000	semi-an	July '81 3
Baltimore and Ohio. 100	5,000,000	semi-an	Jan. '82 3	Marietta & Cincinnati 50	1,022,350	.....	.....	Winchester & Strand* 100	74,700	semi-an	July '81 3
" " " pref. 100	5,000,000	semi-an	Oct. '81 5	" " " 1st pref 60	8,108,600	semi-an	Sep. '82 3	Worcester & Nashua. 75	1,789,600	semi-an	July '81 1
Washington N.Y. 100	1,650,000	semi-an	Jan. '82 3	" " " 2d pref 40	4,440,100	semi-an	Sep. '82 3	Worcester & Nashua. 75	1,789,600	semi-an	July '81 1
Berkshire*..... 100	600,000	q'arterly	Apr. '81 1	Mississippi*..... 100	400,000	semi-an	Jan. '81 3	HORSE-POWER E. R.	.....	.....	.....
Boston and Albany. 100	20,000,000	q'arterly	Dec. '81 1	Memphis & Charlest'n* 25	3,312,725	semi-an	Jan. '69 3	Albany City..... 100	200,000	annual	.... '80 5%
Bos. & N.Y. Air Line pref. 100	1,755,227	q'arterly	Dec. '81 1	Michigan Central..... 100	18,723,305	q'arterly	Aug. '81 1	Baltimore City..... 25	1,000,000	semi-an	Jan. '82 4
Bos. Cl. F. & N.B. pref. 100	1,780,100	.....	Oct. '81 1	Middlesex Central..... 100	280,000	semi-an	Aug. '81 3	Balt. Cat. & El. Mills. 100	.....	semi-an	Jan. '80 3
Bos. Cons. & Mont. *100	800,000	semi-an	Nov. '81 3	Mill Creek & Minehill* 50	323,375	semi-an	July '81 5	Bleeker St. & Ful. L. 100	800,000	semi-an	July '81 2
Boston and Lowell. 500	3,940,000	semi-an	July '81 3	M. Hill & Schuyl. Hay* 50	6,023,505	semi-an	July '81 3	Boston & Chelsea pref. 50	110,000	semi-an	Apr. '81 3
Boston & Maine. 100	6,921,274	semi-an	Nov. '81 4	Missouri Pacific..... 100	28,169,600	q'arterly	Jan. '82 1	Broadway (Brooklyn) 100	860,000	q'arterly	Oct. '81 3
Boston & Providence 100	4,000,000	semi-an	Nov. '81 4	Mobile & Montgomery 100	3,023,177	semi-an	Feb. '82 2	B'way & 7th Av. (N.Y.) 100	8,100,000	q'arterly	Oct. '81 2
Attleborough Br. 100	131,700	semi-an	July '81 3	Mont. & Wells River 100	800,000	annual	Feb. '82 2	B'klyn & Hunter's Pt. 100	400,000	semi-an	Apr. '79 3
Bos. Revere & Lynn' 100	419,400	semi-an	July '81 3	Morris and Essex..... 50	15,000,000	semi-an	July '81 3	Brooklyn City..... 100	2,000,000	q'arterly	Aug. '81 3
Buffalo, N. Y. & Erie* 100	950,000	semi-an	Dec. '81 3	Mt. Jackson & Carson 50	329,560	semi-an	July '81 5	Bushwick (Brooklyn) 100	300,000	semi-an	July '81 2
Camden & Atlantic. 50	377,400	q'arterly	Apr. '81 1	Nashua and Lowell. 100	800,000	semi-an	Nov. '81 6	Cambridge..... 100	925,000	q'arterly	Apr. '81 4
" " " pf. 50	800,860	q'arterly	Apr. '80 3	Nashua & Rochester. 100	3,025,300	semi-an	Oct. '81 3	Car. Park. N. & E. Riv. 100	1,800,000	q'arterly	Jan. '82 2
Camden & Burl. Co. 100	381,925	semi-an	July '81 3	Nashv. & Decatur. 100	3,927,000	semi-an	June '81 3	Christoph & Tenth St 100	650,000	semi-an	Aug. '81 2
Canada Southern* 100	18,000,000	.....	Feb. '81 2	Naugatuck..... 100	6,670,325	semi-an	Oct. '81 3	Citizen's Phil. 100	192,500	q'arterly	Oct. '81 2
Cape May & Millville* 50	447,000	semi-an	June '81 3	Nequashenon Val* 50	3,000,000	semi-an	Sept. '81 2	Citizen's (Pbg.) 50	200,000	annual	.... '80 14%
Catskills*..... 100	1,169,400	annual	Oct. '81 1	N. Castile & Beaver Val* 50	600,000	q'arterly	Oct. '81 1	Coney Island & Brooklyn 100	500,000	semi-an	Oct. '80 5
" " " new pref. 50	1,000,000	semi-an	Nov. '81 5	New London North* 100	1,500,000	q'arterly	Sept. '81 2	Continental (Phil.) 50	500,000	semi-an	Jan. '82 6
Cayuga and Susq*. 50	580,110	semi-an	July '81 4	N. Y. Cen. & Hud. R. 100	8,420,330	q'arterly	Jas. '82 2	D. Dock, B'way & Bd'way 100	1,900,000	q'arterly	Nov. '81 4
Cedar Rapids & Mo. R* 100	6,360,400	q'arterly	Nov. '81 3	N. Y. & Harles. 100	7,950,600	semi-an	Jas. '82 4	Eighth Av. (N.Y.) 100	1,000,000	q'arterly	Oct. '81 3
" " " pref. 100	760,300	semi-an	Aug. '81 3	" " " pref. 100	1,500,000	semi-an	Jan. '82 4	42d St. & G. St. Ferry 100	748,000	semi-an	Nov. '81 6
Central of Georgia. 100	7,500,000	semi-an	June '81 4	" " " annual 100	1,000,000	semi-an	Apr. '81 8	Frankf. & Southw' (Ph) 50	600,000	q'arterly	Oct. '81 6
Central of New Jersey 100	18,563,100	q'arterly	Apr. '76 2	N. Y. Lake Erie & West. 100	77,068,800	.....	.....	Germantown. (Ph.) 50	572,860	q'arterly	Oct. '81 2
Central Ohio*..... 50	2,437,950	semi-an	July '81 3	N. Y. N. H. & Hart. 100	15,500,000	semi-an	Jan. '82 5	Girard College (Ph.) 50	500,000	semi-an	July '71 3
" " " pref. 50	411,550	semi-an	July '81 3	N. Y. Prov. & Boston 100	5,000,000	q'arterly	Nov. '81 2	Grand St. & Newton 100	170,000	semi-an	July '81 2
Central Pacific..... 100	5,275,500	semi-an	Aug. '81 3	Ning. Bridge & Ossan'd 100	1,000,000	semi-an	July '81 3	Green & Coates St. (Ph) 50	150,000	q'arterly	July '81 4
Chemung*..... 100	380,000	q'arterly	July '81 3	North Carolina*..... 100	5,000,000	semi-an	Sept. '81 8	Heaton, Mantan & F'm 50	900,881	semi-an	Jan. '76 4
Chesnire preferred 100	3,155,300	semi-an	July '81 3	" " " pref. 100	1,000,000	semi-an	Sept. '81 8	Lamb, & Southw' (Ph) 50	195,000	semi-an	Oct. '79 4
Chicago and Alton. 100	11,181,741	semi-an	Sep. '81 4	" " " annual 100	1,000,000	semi-an	Apr. '81 8	Lynn and Boston. 100	900,000	semi-an	Nov. '81 2
" " " pref. 100	2,425,400	semi-an	Sep. '81 4	N. Y. Eastern (S.C.) pref 100	800,000	semi-an	May '81 4	Malden and Melrose. 100	165,500	.....	.....
Chi. & R. I. & Pacific. 100	41,960,000	q'arterly	Nov. '81 3	North Pennsylvania. 50	4,527,150	q'arterly	Nov. '81 1	Metropolitan (Bost.) 50	1,500,000	semi-an	July '81 4
Chi. and West Mich. 60	16,150,000	semi-an	Feb. '81 2	Northern Central. 50	5,824,000	semi-an	July '81 3	Middlesex (Boston) 100	650,000	semi-an	Nov. '81 3
Chi. St. P. M. & O. 100	13,390,000	q'arterly	Dec. '81 1	Northern N. Hampsh' 100	3,068,400	semi-an	Dec. '81 3	N. Y. Bay Ridge & Jam' 100	150,000	.....	Oct. '78 7
Chi. Ind. St. L. & Chi. 6,000,000	q'arterly	Oct. '81 1	Northern N. Jersey* 100	1,000,000	semi-an	July '80 2	Ninth Av. (N.Y.) 100	797,320	.....	.....
Chi. Min. Sand & Cle'y 50	429,037	semi-an	Nov. '81 3	Norwich & Worcester* 100	3,077,000	semi-an	July '81 5	Orange & Newark. 100	282,555	.....	.....
Chi. & W. Mahoning* 50	3,759,200	semi-an	Nov. '81 3	Ogdensb & L. Champl* 100	2,000,000	semi-an	July '81 4	People's (Phila.) 25	124,744	.....	July '70 2
Chi. & W. Pittsburg* 50	11,244,336	q'arterly	Dec. '81 1	" " " pref. 100	18,500,000	.....	.....	Philadelphia City. 50	475,000	semi-an	July '81 5
Chi. Columbus & Xenia* 50	1,786,200	q'arterly	Dec. '81 2	Ohio..... 100	18,500,000	.....	.....	Phila. & Darby. 25	200,000	semi-an	July '81 3
Chi. Colum. & Hocking Val' 100	2,500,200	semi-an	Aug. '81 20	Ohio & M. & O. 100	4,030,000	semi-an	Mar. '76 3	Phila. & Grey's Ferry. 50	308,000	semi-an	July '81 6
Concord..... 50	1,500,000	semi-an	Nov. '81 5	Pateron & Hudson* 100	630,000	semi-an	July '81 4	Pbg. Alleg. & Manches. 50	300,000	q'arterly	Oct. '81 3
Concord and Porta* 100	350,000	semi-an	June '81 3	Pateron & Ramapo. 100	248,000	semi-an	July '81 3	Ridge Avenue (Ph.) 50	420,000	semi-an	Oct. '81 11
Conn. & Passn'g Ry 100	2,244,400	semi-an	Aug. '81 3	Pemberton & Hight's* 50	342,150	semi-an	July '81 3	Second Avenue (N.Y.) 100	1,199,500	semi-an	July '81 2
Connecticut River* 100	2,100,000	semi-an	Jan. '82 4	Pennsylvania..... 60	77,470,200	semi-an	Nov. '81 4	Second & Third St. (Ph) 50	771,076	q'arterly	July '81 4
Cumberland Valley* 50	1,292,950	q'arterly	Oct. '81 2	Penn. & Bureau Val* 100	1,200,000	semi-an	Aug. '81 4	17th & 19th st. (Ph.) 50	260,000	semi-an	July '81 3
" " " 1st pref 50	241,900	semi-an	Oct. '81 4	Philadelphia & Erie* 50	7,013,700	semi-an	Jan. '76 4	Sixth Avenue (N.Y.) 100	750,000	semi-an	Oct. '81 5
" " " 2d pref 50	243,000	semi-an	Oct. '81 4	" " " pref. 50	2,400,000	semi-an	Jan. '76 4	Somerville (Boston) 100	118,000	semi-an	Nov. '81 3
Danbury & Norwalk* 100	600,000	q'arterly	June '81 1	South Boston..... 50	2,251,900	q'arterly	Dec. '81 3	South Boston..... 50	800,000	semi-an	July '81 4
Dayton and Mich.* 50	9,492,573	semi-an	Oct. '81 1	" " " pref. 50	32,726,375	.....	.....	Third Avenue, N.Y. 100	2,000,000	q'arterly	Nov. '81 5
" " " pref. 50	1,211,250	q'arterly	Oct. '81 2	" " " pref. 50	1,651,800	q'arterly	July '81 3	13th & 15th st. (Ph) 50	334,529	q'arterly	July '81 6
Delaware*..... 25	1,468,994	semi-an	Jan. '82 3	" " " annual 100	1,200,000	semi-an	Aug. '81 4	2d street, N.Y. 100	600,000	semi-an	Aug. '81 4
Del. & Bound Brook* 100	1,669,000	q'arterly	Nov. '81 1	" " " pref. 50	2,400,000	semi-an	Aug. '81 4	Union, Boston..... 100	374,300	semi-an	July '81 4
Del., Lack. & Western 50	26,200,000	q'arterly	Oct. '81 1	" " " pref. 50	3,251,900	q'arterly	Dec. '81 3	Union, Phila..... 50	1,005,000	semi-an	Jan. '82 6
Denver & Rio Grande* 100	22,000,000	q'arterly	Oct. '81 1	" " " pref. 50	32,726,375	.....	.....	West Philadelphia..... 50	750,000	semi-an	July '77 10
Den. South P. & Pac. 100	3,500,000	.....	Aug. '80 4	Hudson & Erie* 100	2,300,000	.....	.....	CANALS.	.....	.....	.....
Detroit, Lans. & Nor. 100	1,825,600	semi-an	Aug. '80 2	" " " pref. 100	1,269,100	semi-an	Jan. '82 2	Chesapeake and Dela. 60	9,078,088	semi-an	June '75 2
" " " pref. 100	500,000	semi-an	Aug. '81 3	" " " pref. 100	11,785,750	semi-an	July '81 4	Delaware Division... 60	1,638,350	semi-an	Aug. '81 1
Dubuque & Sioux C'y* 100	5,000,000	semi-an	Oct. '81 3	" " " pref. 100	19,714,285	q'arterly	Oct. '81 1	Delaware & Hudson* 100	20,000,000	q'arterly	Dec. '81 1
East Pennsylvania* 50	1,709,560	semi-an	Jan. '82 3	" " " pref. 100	6,770,900	q'arterly	Oct. '81 1	Delaware & Raritan* 100	5,847,400	q'arterly	

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Markedthus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*...100	3,500,000	semi-an	Jan. '82 2	Little Miami.....50	4,637,300	quarterly	Dec. '81 2	Ware River.....100	750,000	semi-an	July '81 3 1/2
Ashuelot.....100	210,000	quarterly	Oct. '81 3 1/2	Little Rock & Ft. S.100	4,096,135	.....	July '81 10s	Warren (N. J.).....100	1,800,000	semi-an	Apr. '81 3 1/2
Atch., Top. and S. Fe100	31,500,000	quarterly	Dec. '81 1 1/2	Little Schuylkill*...50	3,646,100	semi-an	July '81 3 1/2	Warwick Valley.....100	340,000	semi-an	July '80 3
Atlanta and W. Point100	1,232,200	semi-an	July '81 4	Louisville & Nashv.....100	18,130,913	semi-an	Aug. '81 3	Westchest'&Phil pref100	821,300	semi-an	July '80 2
Atlantic and St. Law*100	5,340,000	semi-an	Sep. '81 3	Lowell & Andover.....100	600,000	semi-an	Jan. '82 3 1/2	West Jersey.....100	1,359,750	semi-an	Oct. '81 4
Augusta and Savan*100	1,022,900	semi-an	June '81 3 1/2	Lykens Valley.....100	800,000	quarterly	Oct. '81 2 1/2	Wilmington'&Weld'n.100	1,456,200	semi-an	Dec. '81 3
Avon, Genesee & M.M.*100	325,000	semi-an	July '81 3	Manchester & Law.....100	1,000,000	semi-an	Nov. '81 5	Wil. Co. & Aug.....100	980,000	semi-an	Dec. '81 3
Baltimore and Ohio.100	14,792,565	semi-an	Nov. '81 5	Manhattan.....100	13,000,000	.....	.....	Winchester & Poto.100	180,000	semi-an	July '81 3
Baltimore and Ohio.100	5,000,000	semi-an	Jan. '82 3	Marietta & Cincinnati50	1,386,350	.....	.....	Winchester & Strasb.*100	74,700	semi-an	July '81 3
" " pref.100	5,350,000	semi-an	Oct. '81 5	" " 1st pref 50	8,105,600	semi-an	Sep. '81 3 1/2	Worcester & Nashn.75	1,730,800	semi-an	July '81 1 1/2
Washington Br....100	1,350,000	semi-an	.....	" " 2d pref 50	4,440,100	semi-an	Sep. '81 3	HORSE-POWER L. R.	.....	.....	.....
Berkshire*....100	600,000	quarterly	Apri. '81 1 1/2	Massissippi*....100	400,000	semi-an	Aug. '81 3	Albany City.....100	200,000	annual	..... '80 5 1/2
Boston and Albany....100	20,000,000	quarterly	Dec. '81 2	Memphis & Charlest*n*25	5,312,725	semi-an	Jan. '81 3	Baltimore City.....25	1,000,000	semi-an	Jan. '82 4
Bos. & N.Y. Airline pf100	2,785,227	quarterly	Dec. '81 1	Michigan Central....100	18,738,204	quarterly	Aug. '81 1	Balt. Cat. & El. Mills.100	100	semi-an	Jan. '80 3
Bos. Cl. & N.B. pref100	1,750,100	.....	Oct. '81 3	Middlesex Central....100	260,000	semi-an	Aug. '81 3	Bleeker St. & Ful. F'y.100	900,000	semi-an	July '81 1 1/2
Bos. Conc. & Mont.*pf100	900,000	semi-an	Nov. '81 5	Mill Creek & Minehill*50	323,375	semi-an	July '81 5	Boston & Chelsea's pref.50	110,000	semi-an	Apr. '81 3
Boston and Lowell....500	3,940,000	semi-an	Jan. '81 2	M.Hill & Schuy'l. Hav*50	4,022,500	semi-an	July '81 3 1/2	Broadway (Brooklyn)100	250,000	quarterly	Oct. '81 3
Boston and Maine....100	6,321,274	semi-an	Nov. '81 4	Missouri Pacific....100	28,169,800	quarterly	Jan. '82 1 1/2	B'way & 7th Av. (N.Y.)100	2,100,000	quarterly	Oct. '81 2
Boston & Providence100	4,000,000	semi-an	Jan. '81 4	Mobile & Montgomery100	3,022,517	semi-an	Feb. '82 2 1/2	B'klyn & Hunter's Pt.100	400,000	semi-an	Apr. '79 3
Attleborough Br....100	131,700	semi-an	July '81 3 1/2	Mont. & Wells River100	800,000	annual	Feb. '80 2	Brooklyn City.....100	2,000,000	quarterly	Aug. '81 3 1/2
Ios., Revere B & Lynn100	419,400	semi-an	Jan. '82 2 1/2	Morris and Essex....50	15,000,000	semi-an	July '81 3 1/2	Bushwick (Brooklyn)100	309,000	semi-an	July '81 2 1/2
Buffalo, N. Y. & Erie*100	950,000	semi-an	Dec. '81 3	Mt Carbon & PtCarbon 50	282,350	.....	Cambridge.....100	968,000	quarterly	Apr. '81 4 1/2	
Camden & Atlantic....50	377,400	quarterly	Apri. '80 3 1/2	Nashua and Lowell.100	250,000	semi-an	Nov. '81 4	Cen. Park. N. & E Riv.100	1,800,000	quarterly	Jan. '82 2
" " pf. 50	680,650	quarterly	Apri. '80 3 1/2	Nashua & Rochester100	1,305,800	semi-an	Oct. '81 1 1/2	Christoph'r & Tenth St100	650,000	semi-an	Aug. '81 2 1/2
Camden & Burl. Co.100	381,925	semi-an	July '81 3	Nashv. & Decatur....100	1,827,300	semi-an	June '81 3	Citizens' (Phil)....50	192,500	quarterly	Oct. '81 2 1/2
Canada Southern....100	15,000,000	.....	Feb. '81 2 1/2	Nashv. Chat. & StLouis 25	6,670,325	semi-an	Oct. '81 3	Citizens' (Pbg)....50	200,000	annual	'80 14 1/2
Cape May & Millville*50	447,000	semi-an	June '81 3	Naugatuck.....100	2,000,000	semi-an	July '81 5	Coney Island & Bklyn100	500,000	semi-an	Oct. '80 2
Catawissa*....50	1,159,500	annual	Oct. '81 1 1/2	Nesquehoning Val'y*50	1,300,000	semi-an	Sep. '81 3	Continental (Phil)....50	580,000	semi-an	Jan. '82 2
" " pref....20	2,200,000	semi-an	Nov. '81 3 1/2	N. Castle & Beaver Val*50	600,000	quarterly	Oct. '81 1 1/2	D. Dock, E. B way & Bat100	1,200,000	quarterly	Nov. '81 4
" " New pref....50	1,000,000	semi-an	Nov. '81 3	New London North*n*100	1,500,000	quarterly	Oct. '81 2 1/2	4th St. & G. St. Ferry100	1,000,000	quarterly	Oct. '81 3
Cayuga and Susq*....50	589,110	semi-an	July '81 4	N. Y. Cen. & Hud. R.100	8,248,330	quarterly	Jan. '82 2	Frankl. & Southw (Ph)50	748,000	semi-an	Nov. '81 6
Cedar Rapids & Mo.R.*100	6,850,400	quarterly	Nov. '81 3	N. Y. and Harlem.....100	7,950,000	semi-an	Jan. '82 4	German town. (Ph)....50	572,860	quarterly	Oct. '81 2
" " pref.100	789,600	semi-an	Aug. '81 3	" " pref.100	1,300,000	semi-an	Jan. '82 4	Girard College (Ph)....50	500,000	semi-an	July '71 3
Central of Georgia....100	7,500,000	semi-an	June '81 4	City Line.....100	.....	annual	Apri. '81 3	Grand St. & Newton100	170,000	semi-an	July '81 2 1/2
Central of New Jersey100	18,553,200	quarterly	Apri. '76 2	" " pref.100	8,156,725	.....	.....	Green & Coates St. (Ph)50	150,000	quarterly	July '81 4
Central Ohio*....50	2,437,950	semi-an	July '81 3	N. Y. H. & Hart....100	16,500,000	semi-an	Jan. '82 2	Heston, Mantua & F'm50	299,381	semi-an	Jan. '75 4
Central Pacific....100	411,550	semi-an	July '81 3	N. Y. Prov. & Boston100	3,000,000	quarterly	Nov. '81 2	Highland.....100	600,000	semi-an	July '81 4
Chemung*....100	59,275,500	semi-an	Aug. '81 3	Ning. Bridge & Canand*100	1,000,000	semi-an	July '81 3	Lomb. & Southw Sts(Ph)25	195,000	semi-an	Oct. '79 4
Cheeshire preferred....100	380,000	quarterly	July '81 1 1/2	North Carolina*....100	3,000,000	semi-an	Sep. '81 3	Lynn and Boston....100	200,000	semi-an	Nov. '81 4
Chicago and Alton....100	11,181,741	semi-an	Sep. '81 1 1/2	" " pref.100	1,000,000	semi-an	Sep. '81 3	Malden and Melrose.100	165,500	.....	.....
" " pref100	2,423,400	semi-an	Sep. '81 1 1/2	N. Eastern (S.C.) pref100	86,000	semi-an	May '81 4	Metropolitan (Bost).50	1,500,000	semi-an	July '81 4
Chi., Burl. & Quincy100	55,265,000	quarterly	Dec. '81 2	North Pennsylvania....50	4,527,150	quarterly	Nov. '81 1 1/2	Middlesex (Boston).100	580,000	semi-an	Nov. '81 3 1/2
Chi., Iowa & Nebras.*100	3,916,200	semi-an	Jan. '82 2	Northern Central....50	5,842,000	semi-an	July '81 3	N. Y. Bay Ridge & Jam100	150,000	.....	Oct. '78 7
Chi., Mil. & St. Paul.100	21,404,261	semi-an	Oct. '81 3 1/2	Northern N. Hampshire50	3,068,400	semi-an	Dec. '81 3	Ninth Av. (N. Y.)....100	797,320	.....	.....
Chi. & N. Western....100	14,988,267	semi-an	Dec. '81 3	Oswego & Syracuse....100	1,320,400	semi-an	Aug. '81 4 1/2	Orange & Newark....100	262,555	.....	.....
" " pref.100	21,521,353	quarterly	Dec. '81 1 1/2	Panama.....100	7,000,000	.....	Jan. '82 2	People's (Phila)....25	134,744	.....	July '79 2
Chi., R. I. & Pacific....100	41,960,000	quarterly	Feb. '81 2 1/2	Paterson & Hudson....100	630,000	semi-an	July '81 4	Philadelphia City....50	475,000	semi-an	July '81 5
Chi. and West Mich....100	6,151,000	semi-an	Feb. '81 2 1/2	Patterson & Ramapo....100	248,000	semi-an	July '81 4 1/2	Phila. & Darby....20	200,000	semi-an	July '81 3 1/2
Chi., St. P. & O. ....100	10,390,000	quarterly	Jan. '81 1 1/2	Old Colony.....100	7,333,800	semi-an	July '81 3	Phila. & Grey's Ferry....50	308,000	semi-an	July '81 6
C. Ind., St. L. & Chi.100	6,000,000	quarterly	Oct. '81 1 1/2	Oregon R. way & Nav....100	6,000,000	quarterly	Nov. '81 2	Pbg. Alleg. & Manches 50	300,000	quarterly	Oct. '81 3
Cim., Sand. & Clev.pf.50	429,097	semi-an	Nov. '81 3	Oswego & Syracuse....100	1,320,400	semi-an	Aug. '81 4 1/2	Ridge Avenue (Ph)....50	420,000	semi-an	Oct. '81 11
Clev. and Mahoning*50	3,759,200	semi-an	Nov. '81 3	Panama.....100	7,000,000	.....	Jan. '82 2	Second & Third St (Ph)50	771,076	quarterly	July '81 2 1/2
Clev. and Pittsburgh*50	11,244,836	quarterly	Dec. '81 1 1/2	Paterson & Hudson....50	630,000	semi-an	July '81 4	17th & 19th sts (Ph)....50	260,000	semi-an	July '81 3
Columbus & Xenia*50	1,788,200	quarterly	Dec. '81 2	Paterno & Ramapo....100	248,000	semi-an	July '81 4 1/2	Sixth Avenue (N. Y.)100	750,000	semi-an	Oct. '81 5
Columb. & HockingVallo....500	2,500,200	semi-an	Aug. '81 20s	Pember. & Highton*50	342,150	semi-an	July '81 3	Somerville (Boston)....100	113,000	semi-an	Nov. '81 3
Concord....50	1,500,000	semi-an	Nov. '81 5	Pennsylvania....50	77,470,200	semi-an	Nov. '81 4	South Boston.....50	600,000	semi-an	July '81 4
Concord and Ports....100	350,000	semi-an	Aug. '81 3 1/2	Pennsylvania Co....50	20,000,000	semi-an	June '81 2	Third Avenue, N. Y....100	2,000,000	quarterly	Nov. '81 5
Conn. & Passump.Riv100	2,244,400	semi-an	Aug. '81 3	Poria & Bureau Val*100	1,200,000	semi-an	Aug. '81 4	13th & 15th sts, Ph 50	334,529	quarterly	July '81 6
Connecticut River....100	2,100,000	semi-an	Jan. '82 4	" " pf. 50	2,400,000	semi-an	Jan. '82 4	2d street, N. Y....100	600,000	semi-an	Aug. '81 4
Cumberland Valley....50	1,292,950	quarterly	Oct. '81 2 1/2	Phil. Ger. & Norrist*n*50	2,231,900	quarterly	Dec. '81 3	Union, Boston....100	374,300	semi-an	July '81 4
" 1st pref 50	241,900	semi-an	Oct. '81 4	Phil. and Reading....50	32,726,375	semi-an	Jan. '82 2 1/2	Union, Phila....50	1,005,000	semi-an	Jan. '82 6
" 2d pref. 50	245,000	semi-an	Oct. '81 4	" " pref. 50	1,551,800	quarterly	July '81 4	West Philadelphia....50	760,000	semi-an	July '71 10
Danbury & Waterbury....50	600,000	quarterly	June '81 1 1/2	Philha. and Trenton....100	1,269,100	semi-an	Jan. '82 2	CANALS.	.....	.....	.....
" " pref. 50	1,211,353	semi-an	Oct. '81 2 1/2	Philha. Wil. and Balt.50	11,585,750	semi-an	Jan. '82 2	Chesapeake and Dela 50	2,078,029	semi-an	June '75 2
Delaware*....25	1,468,994	semi-an	Jan. '82 3	Pittsb. Ft. W. & Chi.100	19,714,285	quarterly	Oct. '81 1 1/2	Delaware Division....50	1,633,350	semi-an	Aug. '81 \$1
Del. & Bound Brook*100	1,652,000	quarterly	Nov. '81 1 1/2	" " Special Imp.100	6,770,900	quarterly	Oct. '81 1 1/2	Delaware and Hudson100	20,000,000	quarterly	Dec. '81 1 1/2
Del., Lack. & Western....50	26,200,000	quarterly	Oct. '81 1 1/2	Portl. Saco & Portland....100	1,450,000	semi-an	Jan. '82 2	Delaware & Raritan*100	5,847,400	quarterly	Jan. '82 2 1/2
Denver & Rio Grande....100	22,000,000	quarterly	Jan. '82 1 1/2	Profile & Franconia....100	130,000	annual	Nov. '80 8	Lehigh Coal and Nav....50	11,204,250	quarterly	Dec. '81 2
Den., South P. & Pac.100	3,500,000	Aug. '80 2 1/2	Providence & Worces.100	2,000,000	semi-an	Jan. '82 2	Monongahela Nav....50	1,004,500	semi-an	July '81 2

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RAILROADS.

MACHINERY.

MANUFACTURING.

STEAM NAVIGATION.

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PRATT & LAMBERT,

MANUFACTURERS OF

Varnishes, Japans, and Pratt's Dryer.

New York.



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Albany and Musq*...100	5,500,000	semi-an	Jan. '82 2	Little Miami.....50	4,637,300	quarterly	Dec. '81 2	Ware River*....100	750,000	semi-an	July '81 3 1/2
Ashuelot.....100	210,000	quarterly	Oct. '81 3 1/2	Little Rock & Ft. S.100	4,096,135	.....	July '81 10s	Warren (N. J.)....100	1,800,000	semi-an	Apr. '81 3 1/2
Atch., Top. & S. Fe100	31,000,000	quarterly	Dec. '81 1 1/2	Little Schuykill*....50	2,645,100	semi-an	July '81 3 1/2	Warwick Valley....100	340,000	semi-an	July '80 3
Atlanta and W. Point*100	1,282,200	semi-an	July '81 4	Louisville & Nashv....100	18,130,913	semi-an	Aug. '81 3	Westchester Phil. pref100	821,300	semi-an	July '80 2
Atlantic and St. Law*100	5,840,000	semi-an	Sep. '81 3	Lowell & Andover....100	500,000	semi-an	Jan. '82 3 1/2	West Jersey....100	1,359,750	semi-an	Oct. '81 4
Augusta and Savan*100	1,022,900	semi-an	June '81 3 1/2	Lykens Valley.....100	600,000	quarterly	Oct. '81 2 1/2	Wilmington & Weld'n.100	1,456,200	semi-an	Dec. '81 3
Avon, Genesee & Mt.M*100	225,000	semi-an	July '81 2	Manchester & Law....100	1,000,000	semi-an	Nov. '81 5	Wil., Col., & Aug....100	960,000	semi-an	Dec. '81 3
Baltimore and Ohio100	14,792,566	semi-an	Nov. '81 5	Manhattan.....100	13,000,000	.....	.....	Winchester & Potow.*100	180,000	semi-an	July '81 3
" " " pref.100	5,000,000	semi-an	Jan. '82 3	Marietta & Cincinnati50	1,386,350	.....	.....	Winchester & Strasb.*100	74,700	semi-an	July '81 3
Washington Br....100	1,650,000	semi-an	Oct. '81 5	" " 1st pref 50	8,105,600	semi-an	Sep. '81 3	Worcester & Nashua.75	1,789,800	semi-an	July '81 1 1/2
Berkshire*....100	600,000	quarterly	Apr. '81 1 1/2	" " 2d pref 50	4,440,100	semi-an	Sep. '81 3	HORSE-POWER R. R.	.....	.....	.....
Boston and Albany100	20,000,000	quarterly	Dec. '81 2	Massissippi*....100	400,000	semi-an	Aug. '81 3	Albany City.....100	200,000	annual	..... '80 5 1/2
Bos., Cl., F. & N.B. pref100	1,750,100	quarterly	Oct. '81 3	Memphis & Charlest.*25	5,312,725	semi-an	Jan. '81 3	Baltimore City.....25	1,000,000	semi-an	Jan. '82 4
Bos., Conn. & Mont.*pf100	800,000	semi-an	Nov. '81 3	Michigan Central....100	18,738,204	quarterly	Aug. '81 1	Balt., Cat. & El. Mills.100	.....	semi-an	Jan. '80 3
Boston and Lowell....500	940,000	semi-an	Jan. '81 2	Middlesex Central....100	280,000	semi-an	Aug. '81 3	Bleeker St. & Fu'l. F'y.100	900,000	semi-an	July '81 3
Boston and Maine....100	6,921,274	semi-an	Nov. '81 4	M. Hill & Schuyl. Hay*50	4,022,500	semi-an	July '81 3 1/2	Boston & Chelsea pref50	110,000	semi-an	Apr. '81 3
Boston & Providence100	4,000,000	semi-an	Nov. '81 4	Missouri Pacific....100	28,164,800	quarterly	Jan. '82 1 1/2	Broadway (Brooklyn)100	250,000	quarterly	Oct. '81 3
Attleborough Br....100	131,700	semi-an	July '81 3 1/2	Mobile & Montgomery100	3,022,517	semi-an	Feb. '80 2 1/2	B'way & 7th Av. (N.Y.)100	2,100,000	quarterly	Oct. '81 2 1/2
Bos., Revere B. & Lynn100	419,400	semi-an	Jan. '82 3 1/2	Mont. & Wells River100	300,000	annual	Feb. '80 2	B'klyn & Hunter's Pt.100	400,000	semi-an	Apr. '79 3
Buffalo, N. Y. & Erie*100	950,000	semi-an	Dec. '81 3	Morris and Essex....50	15,000,000	semi-an	July '81 3	Brooklyn City.....100	2,000,000	quarterly	Aug. '81 3
Camden & Atlantic....500	377,400	quarterly	Ap'l '80 3s	Nashua and Lowell....100	800,000	semi-an	Nov. '81 4	Bushwick (Brooklyn)100	309,000	semi-an	July '81 3
" " " pf.50	880,650	quarterly	Ap'l '80 3 1/2	Nashua, Chat. & St. Louis50	2,670,325	semi-an	Oct. '81 3	Cambridge.....100	908,000	quarterly	Apr. '81 4 1/2
Camden & Burl. Co....100	361,925	semi-an	July '81 3	Nangatuck.....100	2,000,000	semi-an	July '81 5	Cen. Park. N. & E. Riv.100	1,800,000	quarterly	Jan. '82 2
Canada Southern*100	15,000,000	.....	Feb. '81 2 1/2	Nequaquehing Val'y....50	1,300,000	semi-an	Sep. '81 3	Christoph'r & Tenth St100	650,000	semi-an	Aug. '81 2 1/2
Cape May & Millville*50	447,000	semi-an	June '81 3	N. Castle & Beaver Val'y....50	600,000	quarterly	Oct. '81 1 1/2	Citizens' (Phil.)....50	192,500	quarterly	Oct. '81 2 1/2
Catawissa*....50	1,159,500	annual	Oct. '81 3 1/2	New London North*100	1,500,000	quarterly	Oct. '81 1 1/2	Citizens' (Pbg.)....50	200,000	annual	'80 14 1/2
" " " pref....20	2,200,000	semi-an	Nov. '81 3 1/2	N. Y. Can. & Hud.100	89,428,330	quarterly	Jan. '82 2	Coney Island & Bklyn100	500,000	semi-an	Oct. '80 5
Cayuga and Susq*....50	569,110	semi-an	July '81 4	N. Y. Sen. & Harlem....100	7,950,000	semi-an	Jan. '82 4	Continental (Phil.)....50	580,000	semi-an	Jan. '82 6
Cedar Rapids & Mo. B*100	6,850,200	quarterly	Nov. '81 1 1/2	" " " pref.100	1,500,000	semi-an	Jan. '82 3	D. Doct. E. B'way & Bat100	1,200,000	quarterly	Nov. '81 2 1/2
" " " pref.100	769,600	semi-an	Aug. '81 3 1/2	City Line.....100	.....	.....	.....	Eighth Av. (N. Y.)....100	1,000,000	quarterly	Oct. '81 3
Central of Georgia*100	7,500,000	semi-an	June '81 4	" " " pref.100	1,500,000	semi-an	Jan. '82 4	42d St. & G. St. Ferry100	748,000	semi-an	Nov. '81 6
Central of New Jersey100	18,563,200	quarterly	Ap'l '76 2 1/2	North Carolina*....100	3,000,000	semi-an	Sep. '81 3	Frankf. & Southw.(Ph) 50	600,000	quarterly	Oct. '81 6
Central Ohio*....50	2,437,960	semi-an	July '81 3	" " " pref.100	1,000,000	semi-an	Sep. '81 3	Germantown. (Ph.)....50	572,860	quarterly	Oct. '81 2
" " " pref.50	411,650	semi-an	July '81 3	Ohio.....100	8,156,725	.....	.....	Girard College (Ph.)....50	500,000	semi-an	July '73
Central Pacific.....100	59,275,500	semi-an	Aug. '81 3	" " " pref.100	15,000,000	semi-an	Jan. '82 6	Grand St. & Newton100	165,500	semi-an	July '81 2 1/2
Chemung*....100	380,000	quarterly	July '81 1 1/2	Old H. & Hart....100	15,000,000	semi-an	Jan. '82 5	Metropolitan (Bost.)....50	1,500,000	semi-an	July '81 4
Cheshire preferred....100	2,155,300	semi-an	July '81 1 1/2	Old Prov. & Boston100	3,000,000	quarterly	Nov. '81 2	Middlesex (Boston)....100	550,000	semi-an	Nov. '81 3 1/2
Chicago and Alton....100	11,181,741	semi-an	Sep. '81 4	" " " pref.100	1,000,000	semi-an	July '81 3	N. Y. Bay Bridge & Jam100	150,000	.....	Oct. '78 7
" " " pref100	2,426,400	semi-an	Sep. '81 4	North Carolina*....100	3,000,000	semi-an	Sep. '81 3	N. Y. Ninth Av. (N. Y.)....100	797,320	.....	.....
Chi., Burl. & Quincy*100	55,265,000	quarterly	Dec. '81 2	" " " pref.100	1,000,000	semi-an	Sept. '81 3	Orange & Newark.....100	282,556	.....	.....
Chi., Iowa & Nebras*100	3,916,200	semi-an	Jan. '82 4	Ohio.....100	18,500,000	.....	.....	People's (Phil.)....50	124,744	.....	July '79 2
Chi., Mil. & St. Paul100	21,404,261	semi-an	Oct. '81 3 1/2	" " " pref.100	2,000,000	semi-an	Apr. '78 4	Philadelphia City.....50	475,000	semi-an	July '81 5
" " " pref100	12,279,483	semi-an	Oct. '81 3 1/2	Ohio & Miss. pref.100	4,030,000	semi-an	Mar. '75 3 1/2	Phila. & Darby....20	200,000	semi-an	July '81 3 1/2
Chi. & N. Western*100	14,988,247	semi-an	Dec. '81 3	Old Colony.....100	7,333,800	semi-an	July '81 3	Phila. & Grey's Ferry....50	308,000	semi-an	July '81 6
" " " pref.100	21,525,383	quarterly	Dec. '81 1 1/2	Oregon R' way & Nav.100	6,000,000	quarterly	Nov. '81 2	Pbg. Alleg. & Manches.50	300,000	quarterly	Oct. '81 3
Chi., R. I. & Pacific*100	41,960,000	quarterly	Dec. '81 2	Panama.....100	7,000,000	.....	Bridge Avenue (Ph.)....50	420,000	semi-an	Oct. '81 11	
Chi., and West Mich....100	6,151,000	semi-an	Feb. '81 2	" " " pref.100	2,000,000	semi-an	Jan. '82 6	Second Avenue (N.Y.)100	1,199,500	semi-an	July '81 2 1/2
Chi., St. P. & C. pref100	10,390,000	quarterly	Jan. '82 1 1/2	Paterson & Hudson*100	6,770,300	semi-an	May '81 4	Second & Third St. (Ph)....50	771,076	quarterly	July '81 4 1/2
Chi., Ind., St. L. & Chi.100	6,000,000	quarterly	Oct. '81 1 1/2	Paterson & Ramapo.100	245,000	semi-an	July '81 4	17th & 19th st. (Ph.)....50	250,000	semi-an	July '81 3
Cin., Sand. & Clev.pf.50	429,037	semi-an	Nov. '81 3	Pember & Hight'st*50	8,215,000	semi-an	July '81 3	Sixth Avenue (N. Y.)100	750,000	semi-an	Oct. '81 5
Clev. and Mahoning*50	3,759,200	semi-an	Nov. '81 3 1/2	Pennsylvania.....50	77,474,300	semi-an	Nov. '81 4	Somerville (Boston)....100	113,000	semi-an	Nov. '81 3
Clev. and Pittsburgh*100	11,244,336	quarterly	Dec. '81 1 1/2	Pennsylvania Co. ....100	20,000,000	semi-an	Aug. '81 2 1/2	South Boston.....50	600,000	semi-an	July '81 4
Columbus & Xenia*50	1,786,200	quarterly	Dec. '81 2	Pearl & Bureau Val'100	1,200,000	semi-an	Aug. '81 4	Third Avenue, N. Y.100	2,000,000	quarterly	Nov. '81 5
Colum. & HockingVal100	2,500,200	semi-an	Aug. '81 20s	Philadelphia & Erie*50	3,07,000	semi-an	July '81 2	Second Street, N. Y....100	334,529	quarterly	July '81 6
Concord.....50	1,500,000	semi-an	Nov. '81 5	" " " pref.100	2,400,000	semi-an	Jan. '75 4	23rd street, N. Y....100	600,000	semi-an	Aug. '81 4
Concord and Ports*100	350,000	semi-an	June '81 3 1/2	Phil., Ger. & Norrist'n*50	2,231,900	quarterly	Dec. '81 3	Union, Boston.....100	374,300	semi-an	July '81 4
Conn. & Passump.Riv100	2,244,400	semi-an	Aug. '81 3	Phil. and Reading....60	32,726,375	quarterly	Jan. '76 2 1/2	Union, Phila. ....50	1,005,000	semi-an	Jan. '82 6
Connecticut River*100	2,100,000	semi-an	Jan. '82 4	" " " pref.50	1,561,800	quarterly	July '81 8	West Philadelphia....60	750,000	semi-an	July '77 10
Cumberland Valley....50	1,292,950	quarterly	Oct. '81 2	Phil., Wil. and Balt.50	11,585,750	semi-an	Jan. '82 4	CANALS.	.....	.....	.....
" " " 1st pref50	241,900	semi-an	Oct. '81 4	" " " pref.100	1,000,000	semi-an	Jan. '82 4	Chesapeake and Dela.50	2,077,038	semi-an	June '75 2
" " " 2d pref.50	243,000	semi-an	Oct. '81 4	Pittsb, Ft. W. & Chi."100	19,714,285	quarterly	Oct. '81 1 1/2	Delaware Division....50	1,033,350	semi-an	Aug. '81 1 1/2
Danbury & Norwalk50	600,000	quarterly	June '81 1 1/2	" " " pref.100	6,770,300	quarterly	Oct. '81 1 1/2	Delaware and Hudson100	20,000,000	quarterly	Dec. '81 1 1/2
Dayton and Mich....50	2,402,573	semi-an	Oct. '81 1 1/2	Portl., Saco & Portem100	1,500,000	semi-an	Jan. '80 2 1/2	Delaware & Raritan*100	5,847,400	quarterly	Jan. '82 2 1/2
" " " pref.50	3,171,260	quarterly	Oct. '81 2	Profid. & Franconia....100	130,000	annual	Nov. '80 8	Lehigh Coal and Nav'50	11,204,260	quarterly	Dec. '81 2
Delaware*....28	1,468,994	semi-an	Jan. '82 3	Providence & Worcester100	2,000,000	semi-an	Jan. '82 3	Monongahela Nav'....50	1,004,500	semi-an	July '81 2 1/2
Del. & Bound Brook*100	1,682,000	quarterly	Nov. '81 1 1/2	Rhode Island & Mass.100	100,000	.....	.....	Morris, consolidated100	1,025,000	semi-an	Feb. '81 2
Del., Lack. & Western50	26,200,000	quarterly	Oct. '81 1 1/2	" " " pref.100	7,000,000	semi-an	Jan. '82 3	" " " preferred....100	1,175,000	semi-an	Feb. '81 5
Denver & Rio Grande*100	22,000,000	quarterly	Jan. '82 1 1/2	St. L. & Mt. & South'n.100	450,000	semi-an	Jan. '80 2 1/2	Pennsylvania.....50	4,501,200	.....	.....
Den., South P. & Pac.100	3,500,000	.....	Aug. '80 4	St. P. & Duluth pref.100	4,705,006	.....	.....	Schuyl. Nav., com.*....50	859,100	annual	Au. '81 50c.
Detrit., Lanes & N. 100	1,825,6										

AMERICAN RAILROAD JOURNAL.

RAILROAD EARNINGS—MONTHLY.

Burl., Cedar Rap. & Nor.: January	February	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
1880.....	184,316	165,170	188,325	141,652	149,504	153,736	143,432	160,160	179,804	204,991	189,330	193,068 2,053,103
1881.....	167,750	124,510	148,551	184,880	165,630	206,912	174,351	209,113	231,801	221,748	203,860	.....
Central Pacific:												
1879.....	1,069,106	1,056,591	1,280,272	1,406,600	1,579,591	1,443,088	1,459,833	1,566,457	1,649,430	1,809,022	1,488,142	1,335,870 17,153,163
1880.....	1,200,614	1,070,487	1,373,435	1,356,716	1,778,488	1,724,950	1,940,067	1,973,438	1,964,997	2,120,229	2,199,466	1,853,000 20,410,424
1881.....	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,061,000	1,866,000	2,059,000	2,293,000	2,514,000	2,267,000	.....
Chesapeake and Ohio:												
1879.....	88,667	102,077	132,172	162,611	178,884	148,457	173,383	215,695	224,092	183,326	148,074	179,161 1,936,539
1880.....	202,335	196,641	222,752	221,559	199,443	214,352	238,236	259,110	247,303	211,820	240,795	218,009 2,674,308
1881.....	162,540	184,399	228,479	227,343	252,235	241,135	225,096	262,858	247,144	237,303	.....
Chicago and Alton:												
1879.....	343,737	307,381	327,370	335,394	421,937	447,74	536,843	583,832	628,811	668,163	601,101	563,014 5,755,677
1880.....	534,654	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	786,199	696,776	543,723 7,687,226
1881.....	487,890	461,541	511,415	548,675	528,860	616,935	671,466	771,466	768,897	750,359	680,133	.....
Chicago and Northwestern:												
1879.....	1,006,321	889,623	1,107,042	1,125,894	1,433,364	1,393,097	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895 16,098,373
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,695,586	1,767,900	2,020,200	2,05,217	1,855,622	1,490,328 19,423,684
1881.....	1,222,250	967,300	1,162,369	1,464,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	1,960,200	.....
Chicago, Burl. & Quincy:												
1879.....	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,523	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167 14,779,716
1880.....	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812 17,311,890
Chicago, Mill. & St. Paul:												
1880.....	764,898	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,426,000 13,114,810
1881.....	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,561,000	1,678,000	1,645,000	1,590,000	1,569,000	.....
Chicago, St. Paul, Minn. & Omaha:												
1880.....	105,408	92,044	134,134	259,208	232,146	218,093	236,995	261,013	300,833	345,047	349,894	.....
1881.....	128,555	101,965	166,999	263,677	309,794	404,241	364,680	367,397	355,182	605,708	380,733	.....
Cin., Ind., St. L. and Chicago:												
1880.....	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	209,014	.....
1881.....	171,466	160,981	186,004	175,484	188,794	166,256	178,861	229,858	219,977	212,606	194,805	.....
Denver and Rio Grande:												
1880.....	124,769	126,922	160,883	164,888	193,925	295,455	373,132	400,133	406,583	473,318	408,563	349,196 3,478,067
1881.....	307,476	317,681	398,493	433,819	514,707	584,230	548,284	606,193	620,643	666,686	566,819	.....
Hannibal & St. Joseph:												
1880.....	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233,448	242,214	207,147	257,241 2,537,954
1881.....	153,067	126,113	173,587	188,124	177,003	194,949	198,110	215,308	202,567	313,433	201,782	.....
Hoosier and Texas Central:												
1880.....	319,041	272,791	237,745	247,807	188,120	195,320	227,679	269,360	409,368	478,099	432,475	443,165 3,740,998
1881.....	359,706	434,475	326,309	267,089	224,399	227,393	237,666	305,462	381,517	.....	.....	.....
Illinois Central:												
1880.....	595,212	613,806	613,008	535,732	665,120	681,736	724,096	732,755	806,836	880,211	783,120	673,181 8,304,812
1881.....	600,472	492,851	536,395	632,063	636,870	761,354	717,094	832,386	813,610	830,325	748,235	.....
Indiana, Bloomington and Western:												
1880.....	80,498	89,960	116,186	90,375	85,733	106,953	103,438	116,732	110,622	196,916	154,173	104,619 1,223,079
1881.....	90,283	83,261	104,359	103,555	92,630	96,568	83,761	117,966	195,307	181,674	160,826	.....
Louisville and Nashville:												
1880.....	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184 9,493,451
1881.....	916,950	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	1,008,100	1,073,066	.....
Mobile and Ohio:												
1880.....	250,116	204,094	168,301	140,091	129,249	121,865	131,631	140,593	184,246	264,714	251,368	287,373 2,373,623
1881.....	218,243	211,383	226,358	164,027	145,416	132,692	131,009	159,348	209,044	252,921	282,434	.....
Nashville, Chat. and St. L.:												
1880.....	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178,266	182,087	175,996 2,049,448
1881.....	178,143	190,866	207,710	163,525	164,430	154,549	150,430	168,317	171,000	172,121	.....	.....
New York and New England:												
1880.....	164,238	149,907	183,846	179,689	183,701	219,891	205,056	219,885	230,709	215,491	210,856	198,108 2,396,302
1881.....	189,749	173,614	212,019	212,869	215,271	231,518	246,521	267,515	260,494	259,514	242,412	.....
New York, Lake Erie & Western:												
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,396,244 16,509,127
1880.....	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,74	1,766,417	1,899,910	1,799,338	1,726,768 19,491,361
1881.....	1,443,437	1,425,765	1,847,261	1,709,087	1,776,591	1,794,998	1,787,081	1,772,995	1,734,200	.....	.....	.....
Northern Central:												
1880.....	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310 5,060,387
1881.....	386,157	382,657	452,906	467,173	465,588	487,287	440,811	49,008	429,565	449,664	.....	.....
Northern Pacific:												
1880.....	81,390	77,259	119,357	185,700	217,613	261,269	241,277	223,540	330,300	359,456	300,922	215,343 1,255,153
1881.....	109,905	79,976	143,835	214,755	299,880	368,276	404,180	411,624	490,096	565,185	428,903	.....
Philadelphia and Erie:												
1880.....	384,507	245,372	297,678	334,947	311,470	331,034	308,699	347,512	372,737	367,083	.....	.....
1881.....	224,303	225,501	285,573	293,323	343,742	350,585	291,669	303,849	276,522	292,392	.....	.....
Philadelphia and Reading:												
1879.....	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780 13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....
St. Louis and San Francisco:												
1880.....	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,581	284,081	226,063 2,698,371
1881.....	312,435	178,2										



"RIVAL LINES."

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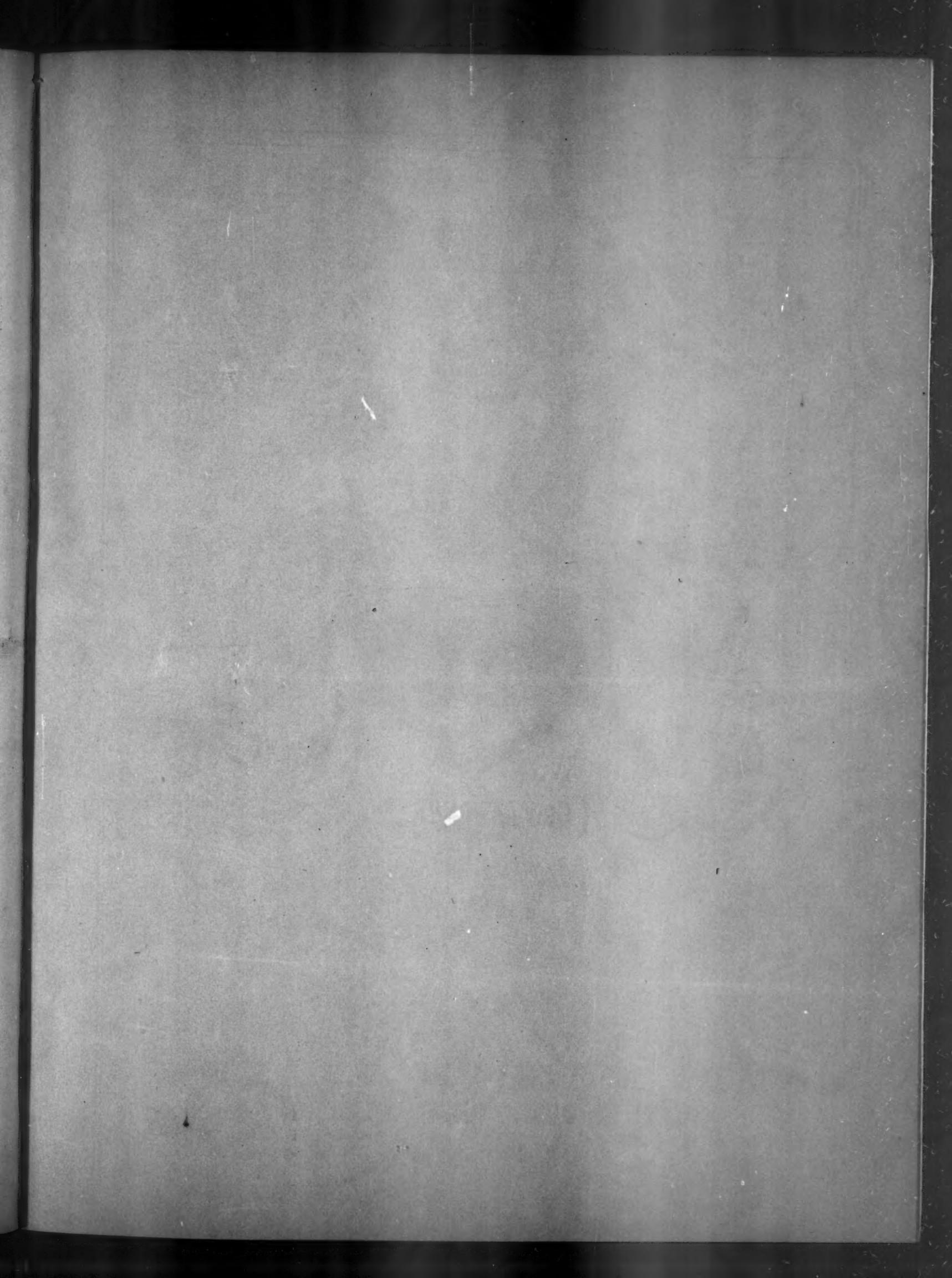
RAILROAD EARNINGS—MONTHLY.

B.R.L., Cedar Rap. & Nor.:	January	February	March	April	May	June	July	August	September	October	November	December	Total
1879.....	164,316	165,170	168,325	141,652	149,504	163,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,103
1880.....	167,750	124,510	148,551	164,680	165,630	205,912	174,351	209,113	221,801	221,742	203,890	.....	.....
Central Pacific:													
1879.....	1,059,106	1,066,651	1,260,272	1,106,600	1,579,591	1,443,068	1,456,833	1,556,457	1,649,430	1,809,022	1,468,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,199,466	1,863,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,869,000	2,059,000	2,293,000	2,514,000	2,267,000	.....	.....
Chesapeake and Ohio:													
1879.....	68,667	102,077	132,172	162,611	178,824	148,457	173,383	215,695	224,092	183,326	148,074	179,161	1,936,539
1880.....	202,335	198,661	222,762	221,559	199,443	214,352	238,236	259,110	247,303	211,820	240,795	218,009	2,674,308
1881.....	163,540	184,389	228,479	227,343	252,235	241,135	225,096	262,858	247,144	237,303	.....	.....	.....
Chicago and Alton:													
1879.....	343,737	307,381	327,470	335,394	421,937	447,744	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,064	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,733	7,687,226
1881.....	487,890	461,641	511,415	548,675	528,860	616,935	671,466	771,466	768,897	750,359	680,133	.....	.....
Chicago and Northwestern:													
1879.....	1,008,321	869,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,588,476	1,325,895	16,098,373
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	2,020,200	2,105,317	1,855,622	1,490,322	19,423,684
1881.....	1,222,260	967,300	1,162,368	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	1,960,200	.....	.....
Chicago, Burlington & Quincy:													
1879.....	1,105,096	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,238	1,180,853	1,463,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,311,890
Chicago, Milwaukee & St. Paul:													
1879.....	764,998	738,749	900,675	871,041	1,135,000	1,037,958	1,026,700	991,297	1,257,677	1,493,620	1,472,037	1,426,000	13,114,810
1880.....	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,563,063	1,678,000	1,645,000	1,590,000	1,569,000	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1879.....	106,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	345,047	342,894	.....	.....
1880.....	128,555	101,965	166,499	253,677	309,794	404,241	364,680	367,397	355,182	605,708	380,733	.....	.....
Cin., Ind., St. L. and Chicago:													
1879.....	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	209,014	.....	.....
1880.....	171,466	160,981	186,004	176,484	188,794	188,256	178,861	229,858	219,977	212,606	194,805	.....	.....
Denver and Rio Grande:													
1879.....	124,759	126,922	160,883	164,882	193,925	295,456	373,132	400,133	406,583	473,318	408,563	349,196	3,478,067
1880.....	307,476	317,681	398,493	433,312	514,767	584,230	548,294	606,193	620,543	665,896	566,813	.....	.....
Hannibal & St. Joseph:													
1879.....	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233,448	242,214	207,147	257,241	2,537,954
1880.....	153,067	126,113	173,557	188,124	177,003	194,949	198,110	215,308	202,867	313,433	201,782	.....	.....
Houston and Texas Central:													
1879.....	319,041	272,791	237,745	247,807	188,120	196,329	227,679	289,380	409,368	478,099	432,475	443,165	3,740,998
1880.....	359,706	434,475	398,209	267,082	282,399	227,323	237,666	305,462	381,517	.....	.....	.....	.....
Illinois Central:													
1879.....	295,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1880.....	600,472	492,851	836,396	632,063	636,870	761,354	717,094	832,386	813,610	830,325	748,235	.....	.....
Indiana, Bloomington and Western:													
1879.....	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	154,173	104,619	1,923,079
1880.....	90,283	83,261	109,359	103,555	92,630	98,586	83,764	117,986	195,307	181,674	160,828	.....	.....
Louisville and Nashville:													
1879.....	674,455	575,035	612,593	563,883	665,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,493,345
1880.....	916,950	806,124	947,959	850,962	828,725	1,227,985	817,138	884,400	965,300	1,009,100	1,073,065	.....	.....
Mobile and Ohio:													
1879.....	250,116	204,094	168,301	140,091	129,249	121,865	131,631	140,593	184,246	264,714	251,368	287,373	2,373,623
1880.....	318,243	211,353	226,358	164,027	145,416	132,692	131,009	159,348	209,044	252,921	253,434	.....	.....
Nashville, Chat. and St. L.:													
1879.....	205,633	191,154	169,457	155,466	158,839	144,155	151,894	169,326	167,473	178,266	189,087	175,996	2,049,446
1880.....	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	.....	.....	.....
New York and New England:													
1879.....	164,232	149,907	183,845	179,689	183,701	219,891	205,056	219,885	230,709	215,491	210,856	196,108	2,396,303
1880.....	189,749	173,614	212,019	212,669	215,271	231,518	246,521	267,515	250,494	259,574	242,412	.....	.....
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,360,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,897	1,515,836	1,398,244	16,509,127
1880.....	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,788	19,491,361
1881.....	1,443,437	1,426,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,995	1,734,200	.....	.....	.....	.....
Northern Central:													
1879.....	334,494	330,860	415,325	386,136	329,788	419,193	460,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1880.....	386,157	382,657	452,906	457,173	465,588	487,287	440,811	498,008	429,568	449,664	.....	.....	.....
Northern Pacific:													
1879.....	81,390	77,259	19,357	185,700	217,613	261,269	241,277	293,500	330,300	358,456	300,822	215,343	1,255,154
1880.....	109,805	79,976	142,838	214,755	299,880	368,276	404,180	411,624	490,096	565,485	428,903	.....	.....
Philadelphia and Erie:													
1879.....	294,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	322,737	367,082	.....	.....	.....
1880.....	224,303	225,561	285,573	293,323	343,748	350,585	291,680	303,949	376,599	292,392	.....	.....	.....
Philadelphia and Reading:													
1879.....	900,482	826,154	869,569	869,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,306,658	1,325,780	13,621,234
1880.....	1,038,177	1,016,278	1,404,878	1,329,661	1,307,								



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